



# NORTHEAST QUADRANT SPECIFIC PLAN

## HEARING DRAFT

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## **SECTION ONE**

### **BACKGROUND AND PLAN ORGANIZATION**

#### **1.1 PURPOSE**

The Dixon Northeast Quadrant Specific Plan (NQSP) establishes a land use and circulation plan, policies and guidelines for the ultimate development of 643 acres to be annexed to the City of Dixon. The specific plan defines the land use and development concepts to be applied in the plan area upon annexation to the City. The plan is intended to implement the objectives and policies of the City of Dixon General Plan. The specific plan is a policy document that establishes general criteria for development standards to be implemented through a Planned Unit Development (PUD).

Several factors have resulted in the City of Dixon's decision to prepare the NQSP at this time. The City has received three separate requests for annexation from properties within the plan area. Further, a major commercial truck service station has been proposed at the Pedrick Road /I-80 interchange, which would create a commercial node within the City's Sphere of Influence but outside of the city limits.

The Northeast Quadrant Specific Plan (NQSP) is the second step in the entitlement process involved in converting raw land outside the Dixon city limits to urban development. The first step, the designation of the 643-acre area from agriculture to Employment Center (E) and Highway Commercial (HC) use, was implemented by the updated Dixon General Plan. This action by the City clearly designates planning for this area to be developed. It was, therefore, concluded that the timing was appropriate for developing specific planning standards to direct the future development of this area.

The purpose of the NQSP is to implement the goals, policies and objectives defined by the General Plan and to further develop the specific land use classifications and development guidelines for the plan area. Specifically, this involves defining future land use categories for highway commercial, light industrial, professional/administrative office, and community commercial development. It also involves defining the specific development requirements to: establish a scenic gateway to the community; provide for efficient vehicular and pedestrian circulation; facilitate alternative transportation choices; establish an open space system for habitat management, drainage and agricultural buffer; and to ensure that all development in the plan area is integrated with the City's provision of infrastructure and service.

#### **1.2 CONSISTENCY WITH THE GENERAL PLAN**

The land use pattern outlined in the General Plan is designed to accommodate additional population and employment growth within the Dixon Planning area through the year 2010. Although the magnitude of future population growth cannot be predicted with certainty, the General Plan has been developed on the assumption that the population of Dixon would continue to grow at a rate similar to that experienced since the passage of Measure "B" in 1986.

Under Measure "B", the residential growth to be permitted in the City in a given year is limited to a number of dwelling units equal to three percent or less of the total number of housing units existing in Dixon on December 31 of the previous year. This rate of residential development would result in a total of approximately 6,775 units in the Dixon area by 2010, or an estimated population of approximately 20,325, based on an average of three persons per



household. This level of population growth would represent nearly a doubling in the number of people living in Dixon between 1990 and 2010.

The General Plan contains specific policies to ensure that Dixon maintains its "small town character" while accommodating growth and building strong economic base. This includes:

*The City shall actively pursue a balanced community comprising industrial, commercial and residential development.*

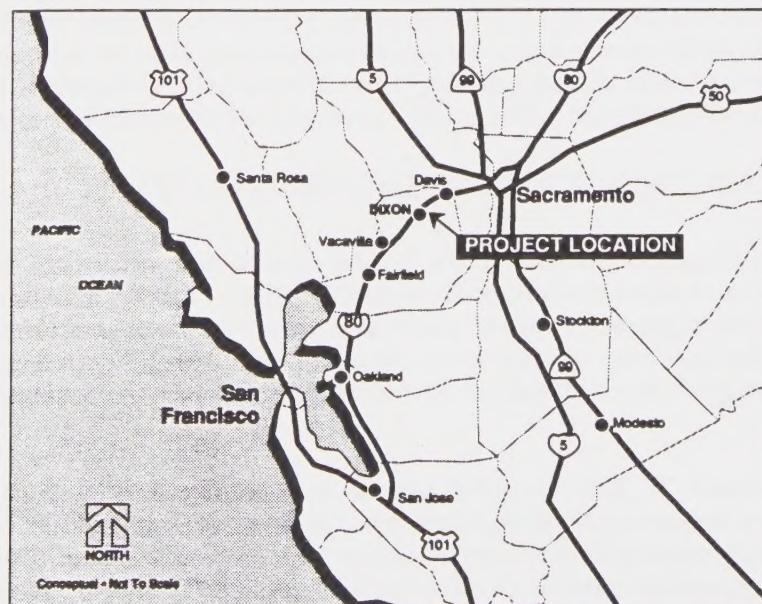
To achieve this goal, the General Plan has designated specific areas for future industrial and commercial development, including the Northeast Specific Plan area. This area contains the following two land use designations:

**Employment Center (E)** - This designation is applicable only in those areas for which a specific plan is to be prepared for future adoption by the City, and represents an 'umbrella' designation pending the submission of more detailed patterns of specific land uses. Includes only non-residential uses consistent with the types included under the Planned Business/Industrial (PI), the Professional/Administrative Office (O), and the Highway Commercial (HC).

**Highway Commercial (HC)** - These uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments which provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to (and primarily on the east side of) I-80 and its access ramps where they are easily accessible by car and highly visible from the roadway.

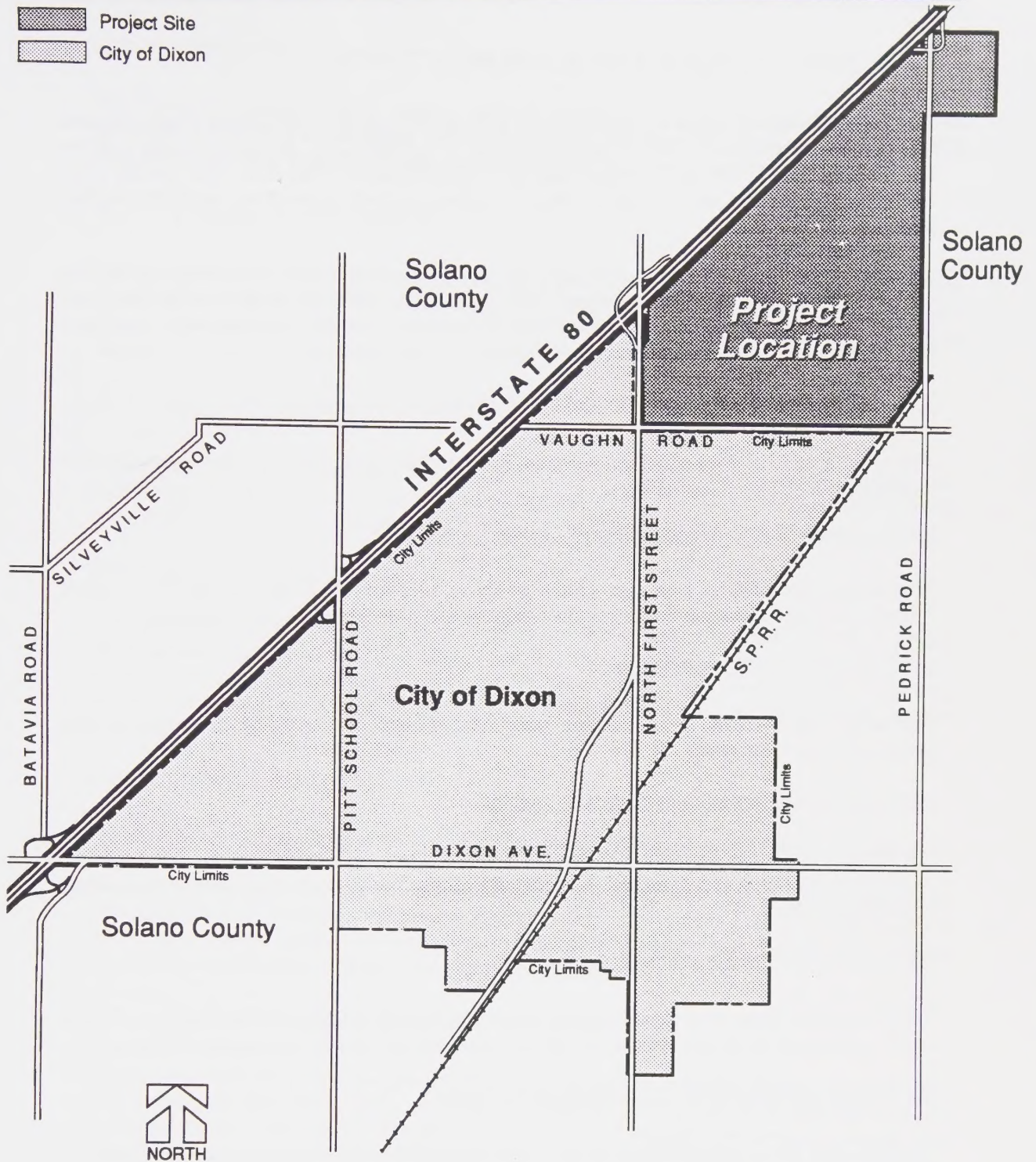
### 1.3 LOCATION

The Dixon Northeast Quadrant Specific Plan is generally defined by North First Street to the west, Pedrick Road to the east, the I-80 corridor to the north and Vaughn Road to the south northwest of the City of Dixon (Figures 1-1 and 1-2).



**FIGURE 1-1**  
**REGIONAL LOCATION MAP**





Conceptual • Not To Scale

**FIGURE 1-2  
LOCAL AREA MAP**



## 1.4 SPECIFIC PLAN APPLICATION

The Dixon Northeast Quadrant Specific Plan policies add detail to the City of Dixon General Plan policies or establish policies applicable only to the plan area. All general plan policies which apply within the specific plan area are incorporated by reference. The specific plan map provides greater detail of uses within the plan area but is consistent with the general plan.

All subsequent subdivision and development, public works projects and zoning regulations within the plan area must be consistent with the specific plan. Both the specific plan and general plan are adopted by resolution of the Dixon City Council. Amendment of one plan may not require amendment of the other to maintain consistency.

## 1.5 SPECIFIC PLAN ORGANIZATION

The specific plan is organized in elements and sections that generally correspond to the elements in the Dixon General Plan:

### SECTION ONE: BACKGROUND AND PLAN ORGANIZATION

This section provides an overview of the structure and content of the specific plan, and a summary of the factors that influence the character and purpose of the plan proposal.

### SECTION TWO: LAND USE ELEMENT

The Land Use Element describes the basic concept and organization of the land uses proposed in the plan area.

### SECTION THREE: FORM AND DESIGN ELEMENT

The Form and Design Element contains the policies which will guide specific development within the plan area and thus will establish the distinctive features that will be associated with the plan area.

### SECTION FOUR: CIRCULATION ELEMENT

The Circulation Element summarizes the circulation facilities including roadways, pedestrian and bicycle systems, public transit and future transportation system management measures.

### SECTION FIVE: RESOURCE MANAGEMENT ELEMENT

The Resource Management Element describes the nature of the plan area and the manner in which resources are incorporated into the proposed urban pattern.

### SECTION SIX: PUBLIC FACILITIES AND SERVICES ELEMENT

The Public Facilities and Services Element summarizes the basic infrastructure, utilities, and other facilities and services required for the plan area.



## **SECTION SEVEN: IMPLEMENTATION SECTION**

The Implementation Section briefly outlines public and private land use regulations, proposed methods of maintaining certain public and private areas, infrastructure sequencing, and a description of proposed public facility and infrastructure financing mechanisms.

### **1.6 LEGAL AUTHORITY**

The City of Dixon adopts this specific plan by a procedure consistent with the provisions of Article 8, Sections 65450-65457 of Title 7 Planning and Land Use Law, California Government Code. Subsequent projects including subdivisions, public works projects and zoning regulations must be consistent with the specific plan.

### **1.7 RELATED DOCUMENTS**

The specific plan is implemented by the City of Dixon by a number of measures including the supporting documents listed below. These documents are to be used in conjunction with the specific plan to ensure full implementation of City of Dixon General Plan goals and policies.

#### **DEVELOPMENT AGREEMENT**

The property owners, subject to the provisions of the specific plan, will execute a project development agreement with the City of Dixon. The project development agreement sets forth needed infrastructure improvements, the timing and method for financing improvements and other specific performance obligations of the property owners and the City of Dixon as it relates to the development of the plan area.

#### **ENVIRONMENTAL IMPACT REPORT**

The Northeast Quadrant Specific Plan Environmental Impact Report (EIR) will be certified prior to adoption of the specific plan. The EIR examines the environmental impacts of the proposed plan and focuses on changes in the environment that would result from implementation of the plan. Additional environmental analysis may need to be prepared if subsequent changes to the plan are proposed, or other circumstances change, which create impacts not considered in the original environmental analysis.

### **1.8 FACTORS THAT INFLUENCE LAND USE**

The pattern of land use for the specific plan is influenced by existing conditions within and surrounding the plan area. These establish the character and potentials of the plan area and consequently demand unique responses in terms of land use and circulation concepts. Key conditions which are significant in determining the shape and character of the plan include:

- accessibility by streets, highways and rail
- prominent visibility from major roadways and scenic roadway designations
- existing and adjacent land uses
- surrounding noise environment
- topography and storm drainage

Figure 1-3 is a constraints and opportunity diagram showing how the key conditions will effect the development of the area. A detailed discussion of these issues is included as follows.

### 1.8.1 ACCESSIBILITY

Easy access to the freeway with minimal impact to the City roadway system is a primary basis for the plan area conversion to urban uses.

The plan area fronts on the southeast side of Interstate 80. The western boundary is defined by North First Street/State Highway 113, the southern boundary by Vaughn Road and, other than a 60-acre parcel adjoining the east side of Pedrick Road, the eastern boundary is defined by Pedrick Road. Both North First Street and Pedrick Road link with I-80 to provide two interchanges at the northern corners of the project. I-80 traverses the project area on a southwest/northeast alignment in contrast to the north/south and east/west alignments of the other roads defining the project area. This juxtaposition of alignments creates a skewed interchange configuration and a triangular interface where the freeway alignment intercepts the north/south road layout.

The Southern Pacific Railroad (SPRR) right-of-way diagonally crosses the southeast corner of the plan area near the intersection of Pedrick and Vaughn Roads. Although a passenger station stop in Dixon is not currently considered in any rail service plans, the potential exists for a future passenger/commuter link. Two sites are currently being considered: downtown Dixon and the southeast corner of the NQSP area. Since the anticipated employment center in the plan area should would logically provide the kind of high density employment activities that would warrant a train stop, one has therefore been incorporated in the land use plan. The future decision as to where the station is located is under study by the City.

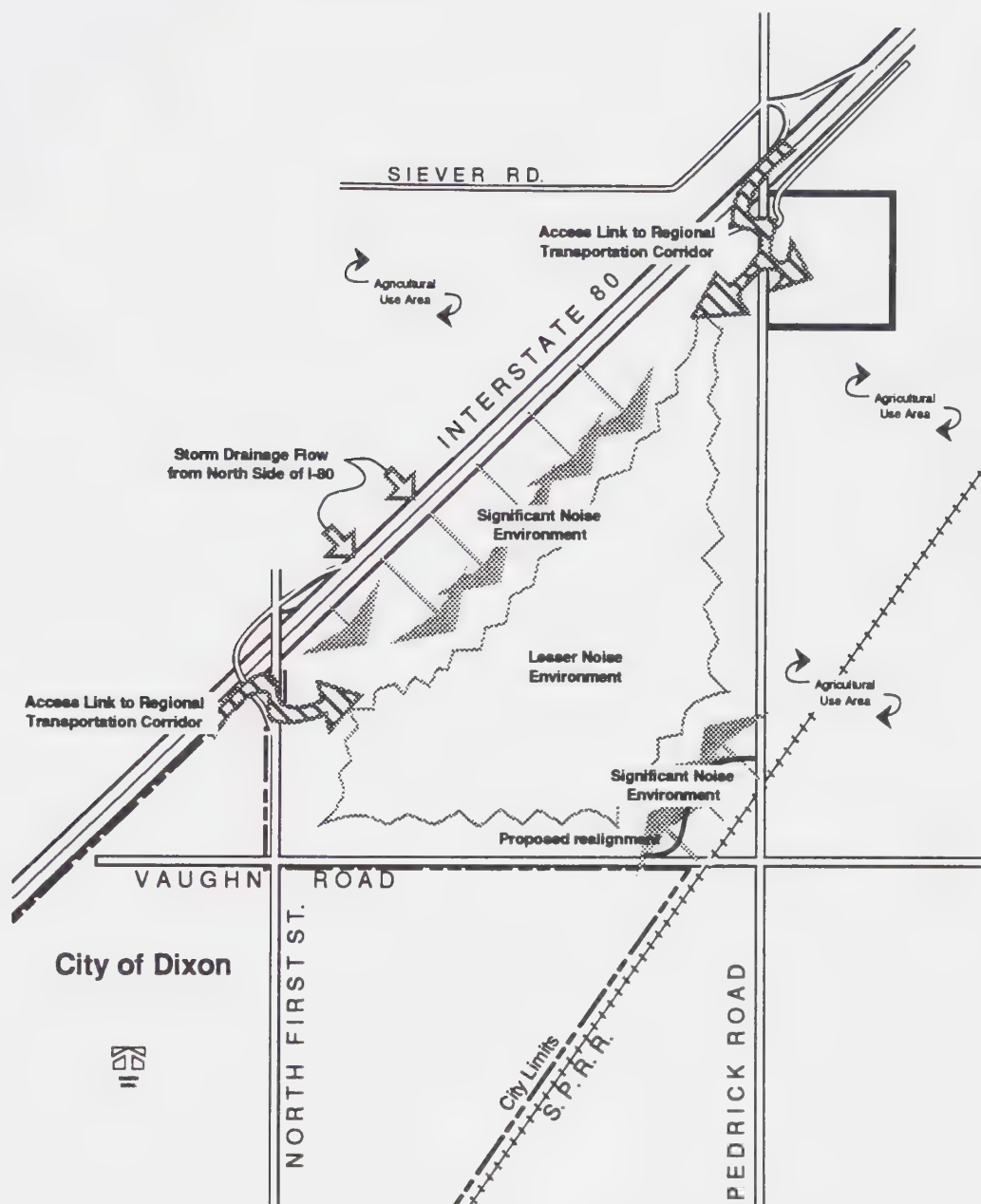
The diagonal alignment of the railroad relative to Pedrick Road and Vaughn Road requires a reconfiguration of these roads to ensure that they will continue to serve at an acceptable level as future development increases. This reconfiguration affects the land use in the southeast corner of the plan area.

### 1.8.2 PROMINENT VISIBILITY

The plan area is highly visible along I-80, Pedrick Road and North First Street, because of the flat topography and lack of major stands of trees. Consequently, the plan area may attract businesses which are seeking "showcase" locations for business or services. Such businesses typically include highway commercial, consumer goods retail, services and a variety of manufacturing or office uses that may benefit from name recognition by placing a signature building along the highway.

The Scenic Roadways Element of the Solano County General Plan designates the segment of Interstate 80 adjoining the plan area as a "scenic roadway". The element states that commercial and industrial development along designated scenic roadways should be subject to design review procedures, and that placement of off-site advertising should be prohibited, except for standardized sign programs that provide signage for roadway-related services. The element identifies "foreground" and "distant" components that are important visual features along designated scenic roadways and contains specific policies to preserve these features. In response to scenic quality designations, special land use, setback and design provisions have been incorporated into the conceptual development of this specific plan.





**FIGURE 1-3**  
**CONSTRAINTS AND OPPORTUNITIES DIAGRAM**

### **1.8.3 EXISTING AND ADJACENT LAND USES**

Existing land uses surrounding the specific plan area are shown on Figure 1-4, Aerial Photograph.

The site consists of topography that is essentially flat, with vertical variations of approximately twenty-five feet between the lowest and highest portions within the 643-acre site. There are several visually distinctive man-made boundaries of the site including Interstate 80 to the north, Vaughn Road to the south, Pedrick Road and agricultural land to the east, and North First Street to the west.

Historically, the site has been intensively cultivated to grow field and orchard crops. At present, approximately 580 acres of the site is used for field and row crops, and the remainder of the project site contains a livestock auction facility, Christmas tree farm (vacant), a trucking and maintenance operation, industrial fabrication/storage facility, a farm and eleven residential structures. The project site provides a substantial area of visual open space because of the predominantly agricultural uses and is valuable as visual open space because of its location adjacent to I-80.

Surrounding undeveloped areas are visually similar to the project site, characterized by relatively flat topography and either used for agricultural production or vacant. Existing urban development is located adjacent to the site's west, south and east boundaries. I-80 traverses the northern portion of the project site and further north there are several farms, a building supply facility, and a produce stand. South of Vaughn Road lies the Kragen Auto Distribution Center and a metal fabrication facility. East of Pedrick Road lie several storage tanks, a trucking facility, the Dixon Canning facility, a farm, and agricultural uses. West of the project site and North First Street lie the Farm Credit Bureau and Cattlemen's Restaurant. All development on and adjacent to the project site is fairly visible from all portions of the subject site and from roadways in the vicinity, including I-80, North First Street, Vaughn Road, and Pedrick Road.

The NQSP is located outside of, but adjacent to, the Dixon city limits and within the Dixon Sphere of Influence. The project site is also partially located within the North First Street Assessment District (NFSAD).

The eastern boundary adjoins county lands currently zoned for agricultural use. The southern and western boundaries adjoin Planned Unit Development (PUD) zoned lands which are currently undeveloped, but designated for Highway Commercial (HC), Services (SC) and Planned Business/Industrial (PI) use. The Kragen Distribution Center south of Vaughn Road is typical of the new industrial-type facility. A pocket of Highway Commercial land use is located on the west side of the North First Street/I-80 interchange.

The agricultural lands east of Pedrick Road are currently under Williamson Act contract. These lands will likely remain as agricultural into the foreseeable future. Plan areas adjoining these intensive agricultural uses introduce potential conflicts between agricultural practices and proposed commercial/industrial development.





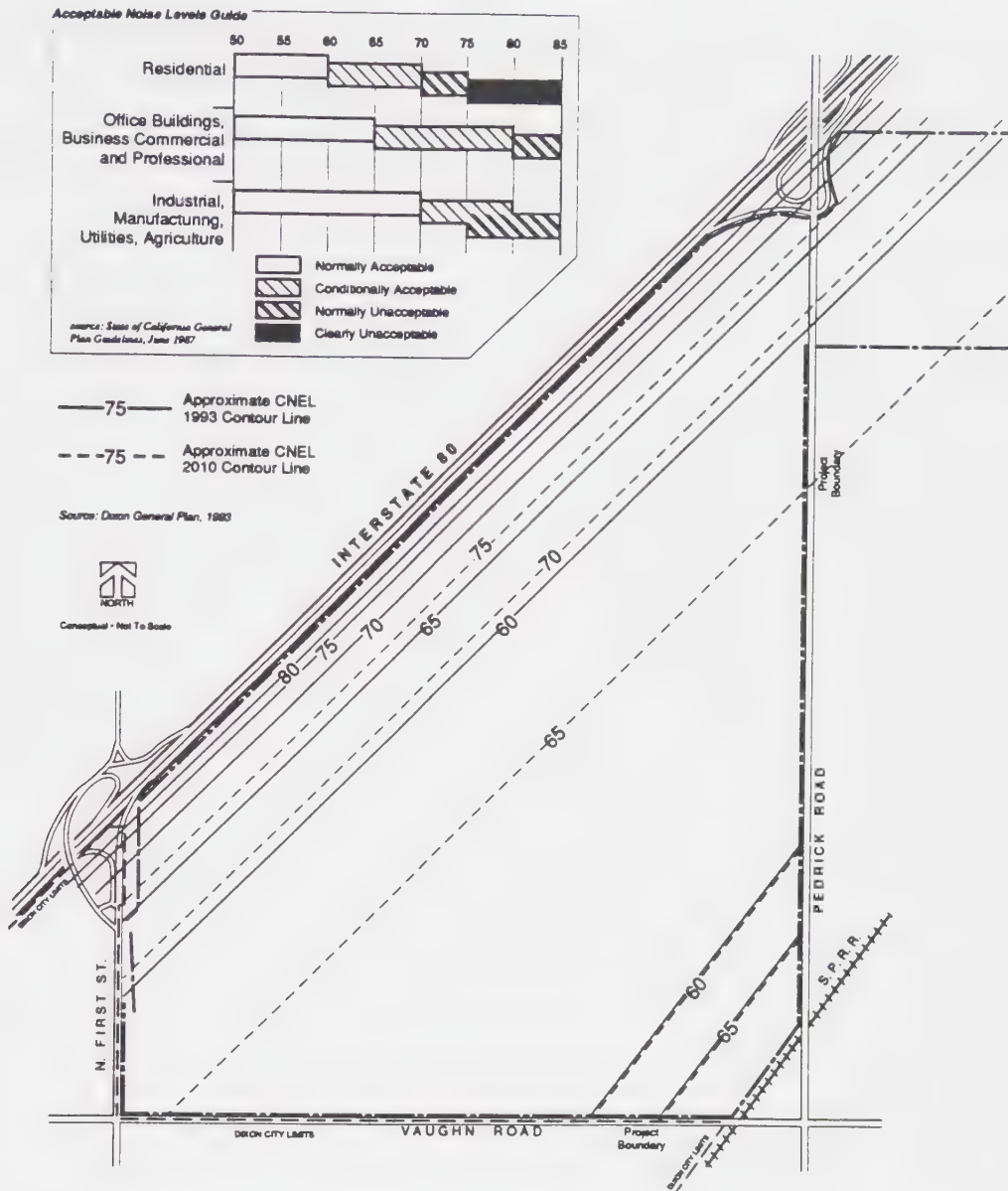
**FIGURE 1-4**  
**AERIAL PHOTOGRAPH**



Three noise-generating sources are in the immediate site vicinity: 1) Interstate 80 to the northwest; 2) the SPRR tracks to the southeast, and 3) Highway 113 (North First Street) to the west as shown in Figure 1-5 Existing and Projected Noise Contours. Although existing high levels of noise are a potential constraint for most types of land uses, the proposed NQSP land uses are generally less noise sensitive. According to the State of California General Plan Guidelines (1987), noise levels of 60 DNL (day/night average noise level in decibels) and lower are normally acceptable for residential uses. Levels between 60 to 70 DNL are conditionally acceptable, levels between 70-75 DNL are typically unacceptable, and noise levels greater than 75 DNL are unacceptable for residential uses.

CITY OF DIXON NORTHEAST QUADRANT  
SPECIFIC PLAN-HEARING DRAFT





**FIGURE 1-6**  
**EXISTING AND PROJECTED NOISE CONTOURS**

According to noise projection studies (forecast to the year 2010), approximately 80% of the project site lies in an area with noise levels measuring greater than 60 DNL. The remaining twenty percent (20%) of the site is within the 60 DNL contour which is well within an acceptable noise level for the proposed land uses. Highest noise levels are located immediately adjacent to noise sources of I-80, Highway 113 and the Southern Pacific Railroad. In general, the noise projections place a majority of the project site in a noise environment measuring 65 DNL or greater.

Since noise sources are permanent and expected to at least maintain or increase intensity over time, the noise environment is a significant factor for all types of development proposed for this site. Although noise factors could be mitigated to accommodate residential uses throughout most of the plan area, the proposed non-residential uses are not constrained and are a more appropriate land use in this area..

### **1.8.5 TOPOGRAPHY AND STORM DRAINAGE**

The plan area encompasses a flat alluvial fan formed by Putah Creek slightly sloping to the southeast. Although the plan area is not within a defined 100-year flood channel, localized flooding is typical during peak rainfall periods because of the flat topography of the site.

Conversion of agricultural lands to urban uses will diminish the existing water-absorbing capacity of the site area. Existing downstream capacity is limited and stormwater will have to be handled through improved storm drainage systems on-site. In addition, the on-site storm drainage collection system would also be incorporated in easements which feature landscaped pedestrian pathways. The easements would provide pedestrian pathways and drainage swales that link all the detention pond areas on-site. The ponds, swales and pedestrianways would provide a network linking all areas of the specific plan. The drainage system will incorporate dispersed detention basins within the required landscape and parking areas in the proposed non-residential land use.



## SECTION TWO

### LAND USE ELEMENT

The specific plan provides a mix of land uses in conformance with the Dixon General Plan. This includes highway commercial, community commercial, planned light industrial and professional and administrative office uses. The primary function of the specific plan land uses are to provide a variety of employment site opportunities and to provide a retail and service center for the residents of Dixon, the employees in the area and the travelers on I-80. The primary land uses incorporate and are defined by landscape buffers, agricultural buffers, wetland mitigation areas, pedestrian ways and storm detention and drainage corridors.

The plan area is a prominent gateway to the City and will be designed to establish an image of quality and coordinated planning. The character and image of the plan is expressed in the type and character of land use, landscaping and building design.

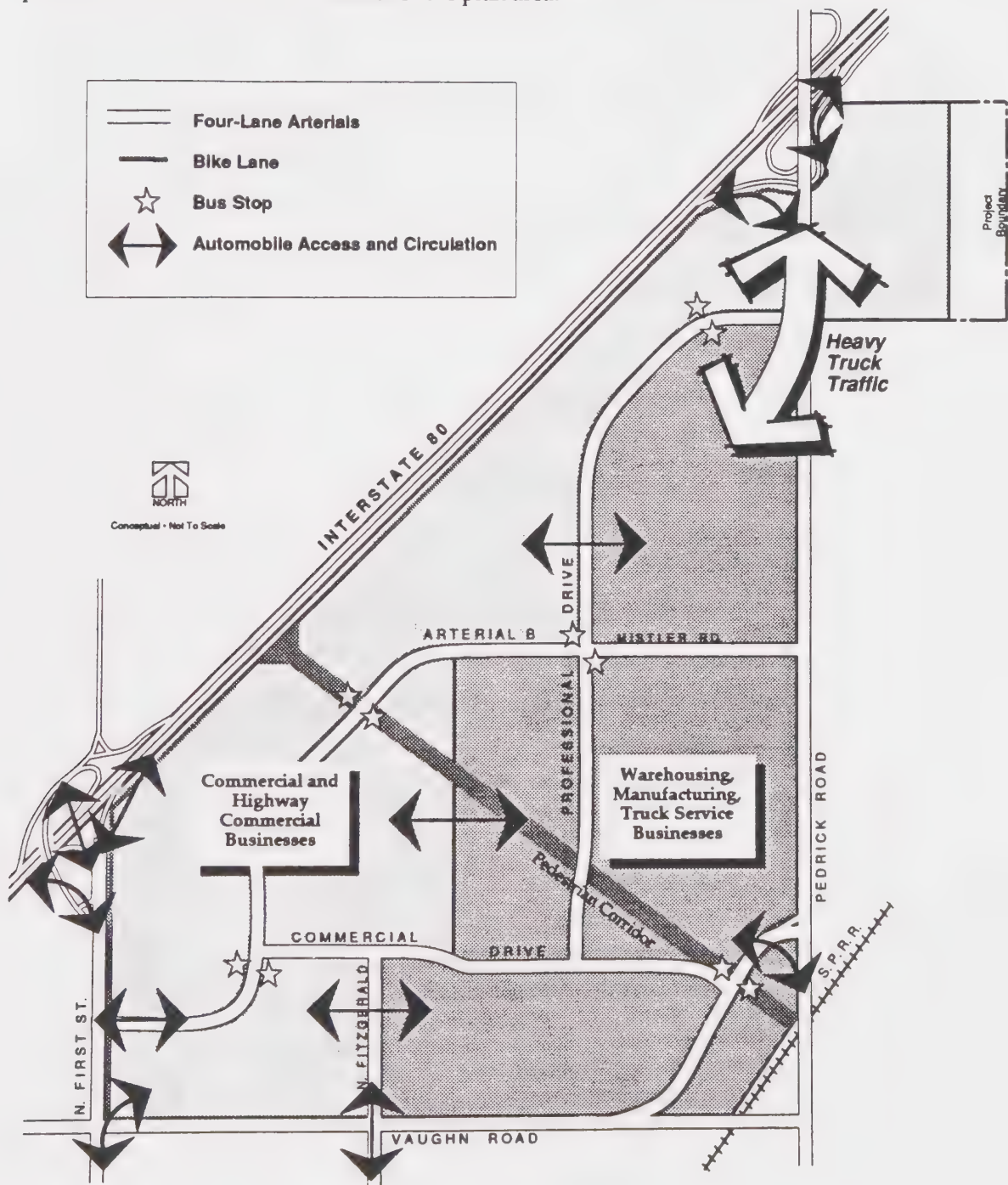
### 2.1 LAND USE GOALS

1. Provide the City of Dixon with a major employment center.
2. Provide shopping and services for City residents, employees in the plan area and travelers on I-80.
3. Establish a gateway statement for the City of Dixon
4. Provide for efficient vehicular circulation and facilitate and encourage pedestrian and alternative transportation choices.
5. Provide for the potential linkage with future rail transportation serving the Dixon area.
6. Provide a clear, understandable physical form with clearly defined and enhanced edges.
7. Integrate proposed drainage corridors, landscape frontage treatments, a pedestrian promenade, and agricultural buffers as parts of a plan-wide open space system.

### 2.2 LAND USE CONCEPT

The land use concept is to provide a mix of compatible land uses interwoven with an open space system that incorporates pedestrianways, recreation, drainage corridors, public art, and landscape amenities. The proposed land use patterns are distributed to correlate the land use function with the opportunities for access and visibility, and compatibility with neighboring uses. The land uses that require high visibility and/or access are located along the freeway and arterial streets. The commercial uses that will serve the Dixon residents and the workers in the plan area are located at the periphery where they will be readily accessible.

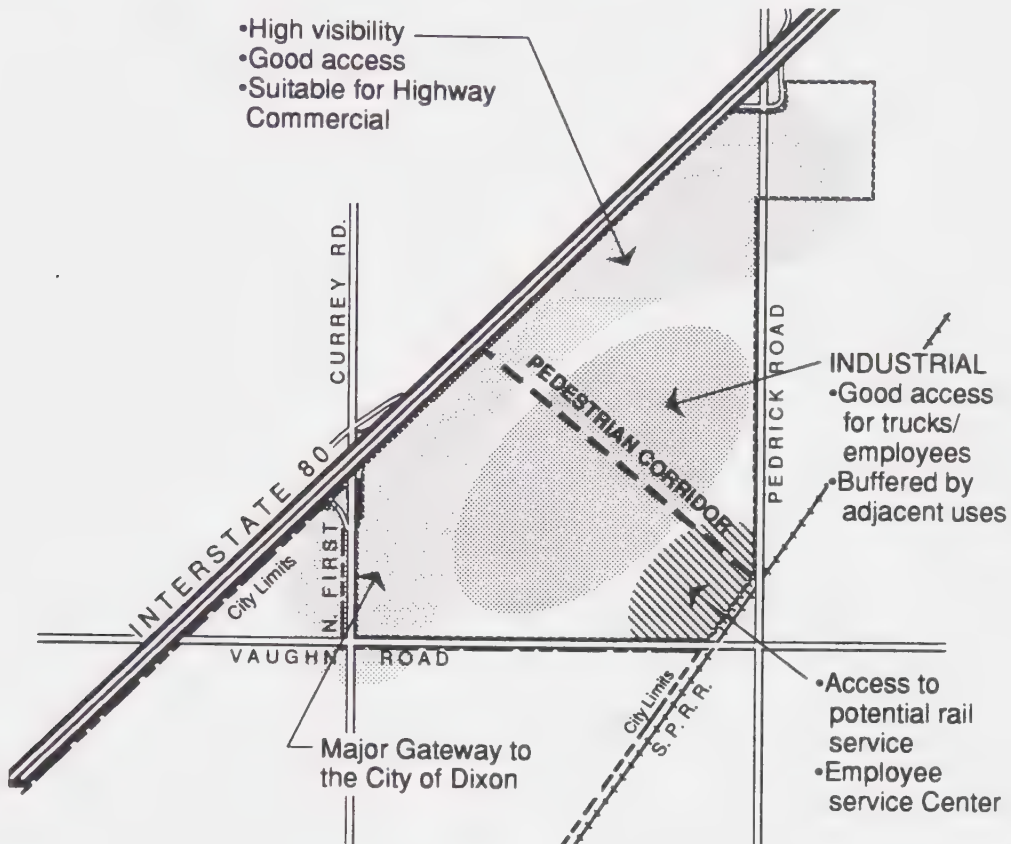
Employment uses occupy the center of the plan area where they can be buffered from the surrounding streets yet have good access for truck and employee traffic. The land uses are "zoned" according to the likely traffic impacts. The heavy truck impacts are concentrated along Pedrick Road and the commercial uses are concentrated along North First Street. The intent is to minimize the interaction between disparate traffic uses and enhance the pedestrian environment in the center of the plan area.



**FIGURE 2-1**  
**LAND USE AND CIRCULATION RELATIONSHIP CONCEPT DIAGRAM**



The neighborhood commercial use adjacent to the SPRR rail line will be the "village center" for the workers in the surrounding industrial and office uses. The center will provide restaurants, personal services, banking and other conveniences for the workers and will be the principal terminus of the pedestrian routes leading to the rail line. The SPRR right-of-way crossing the southwest corner of the plan area provides potential for commuter rail access if a spur line linked to a transit station were located on-site.



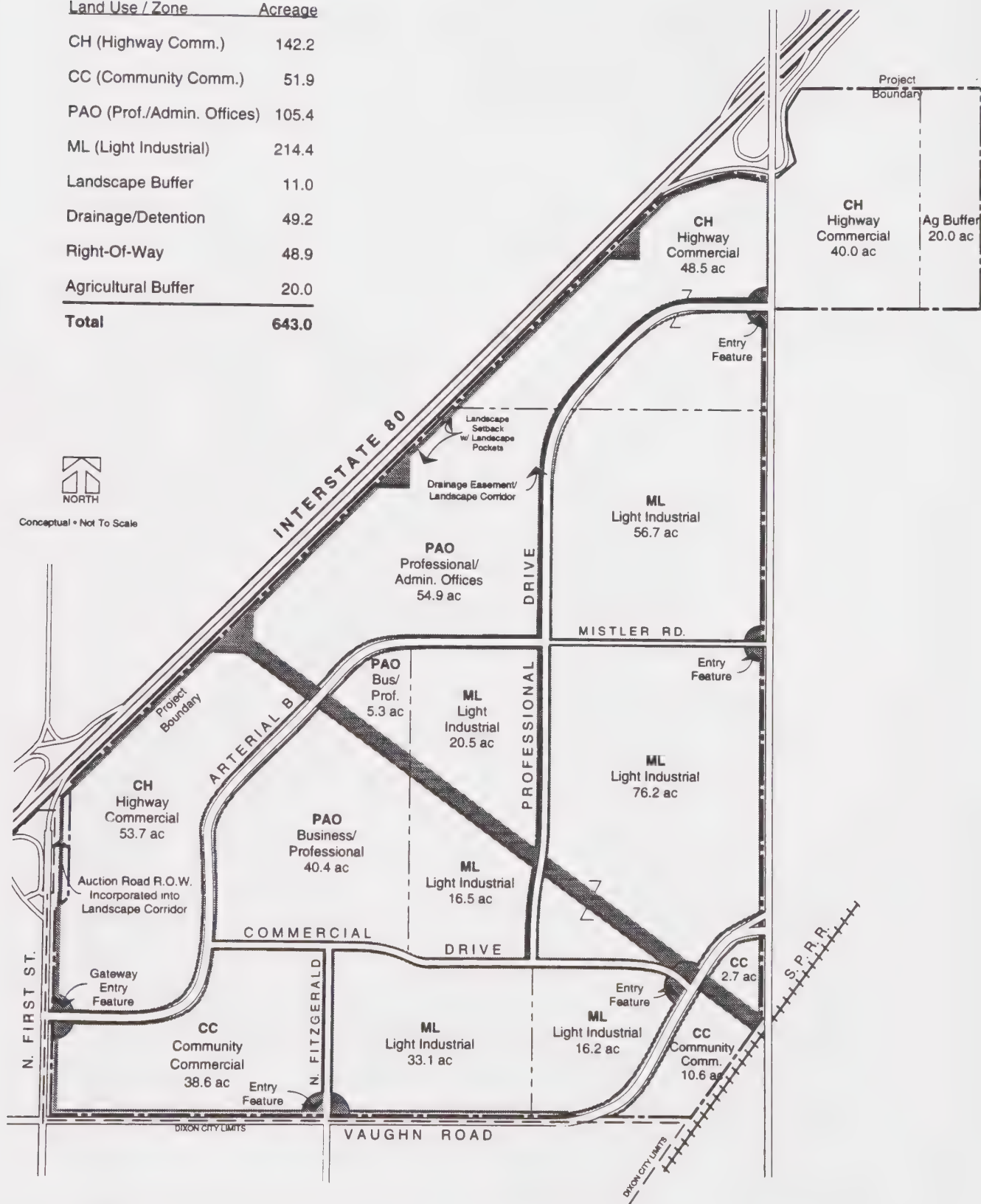
**FIGURE 2-2**  
**LAND USE CONCEPT**

The vehicular circulation system is supplemented by a pedestrian network integrated with the various land uses. The pedestrian system provides a distinct feature that ties together the entire plan area. The dominant element in pedestrian system is the promenade that connects the small neighborhood commercial center to the major employment uses along the freeway.

Lateral branches of the pedestrian system will be integrated within the landscaping of individual land uses to extend the walkways throughout the plan area.

The land uses are distributed on the site as illustrated in Figure 2-3, the Land Use/Zoning Map.

Land Use / Zone	Acreage
CH (Highway Comm.)	142.2
CC (Community Comm.)	51.9
PAO (Prof./Admin. Offices)	105.4
ML (Light Industrial)	214.4
Landscape Buffer	11.0
Drainage/Detention	49.2
Right-Of-Way	48.9
Agricultural Buffer	20.0
<b>Total</b>	<b>643.0</b>



**FIGURE 2-3**  
**LAND USE/ZONING MAP**



## 2.3 LAND USE SUMMARY

The plan area encompasses a total of 643 acres allocated to commercial, business-professional, industrial and ancillary uses. The acreage allocated to each future zoning designation is summarized in Table 2-1.

**TABLE 2-1  
DIXON NORTHEAST QUADRANT SPECIFIC PLAN  
LAND USE SUMMARY**

ZONING CATEGORIES	ACRES
<u>Commercial</u>	
CH-Highway Commercial	142.2
CG-General Commercial	51.9
PAO-Professional and Administrative Office	105.4
ML-Light Industrial	214.4
Major Roads, Drainage Easements and Open Space	129.1
Total	643.0

## 2.4 LAND USE CLASSIFICATIONS

The following is a summary of land uses within the plan area. These basic land use districts may be combined in the Planned Unit Development (PUD) zoning district, if so desired by the City of Dixon to all for greater discretion on the design of individual projects.

### HIGHWAY COMMERCIAL (CH)

Highway Commercial uses accommodate commercial goods and services in places conveniently and safely accessible from the freeway, while discouraging those uses that are unrelated to the needs of freeway users. Permitted uses would be consistent with provisions and requirements described in the Highway Commercial (CH) District section of the Dixon Zoning Ordinance (Section 12.10). Permitted uses typically include, but are not limited to, auto sales and services, gasoline service stations, auto and trailer sales, service and supply stores, restaurants, hotels, and motels. The PUD adopted for a specific development plan will further define the uses in this zone.

Highway Commercial sites are proposed to be located adjacent to the east and west sides of the south side of the Pedrick Road/I-80 interchange and on the east side of the North First Street/I-80 interchange. The three sites total approximately 142 acres. These sites afford a high level of visibility and direct vehicular access from I-80.

## GENERAL COMMERCIAL (CG)

A new zone category, Community Commercial (CC), is proposed to provide retail and services for the City residents and workers in the plan area. Uses should be generally consistent with provisions and requirements as described in the Community Commercial (CN) District section of the Dixon Zoning Ordinance. Typical uses may include, but are not limited to, banks, office and business machine stores, art and hobby stores, bakeries, gift shops, health club, and gym. The PUD adopted for a specific development plan will further define the uses in this zone.

An approximately 39-acre commercial shopping center site is located in the southwest corner of the project site at the intersection of Vaughn Road and North First Street. The commercial use would be highlighted by signature landscape and architectural treatment to establish a city "gateway" feature. Pedestrian linkage from other land use areas within the specific plan as well as from other adjoining developed areas will be incorporated into specific facility design.

An approximately 13-acre Community Commercial (CC) site would also be located in the southeast corner of the project site near the Vaughn/Pedrick Road intersection. This site will be developed with commercial uses which are essentially ancillary to and supporting of other employment generating uses. Such uses may include restaurants, banks, personal services, shops, and recreational facilities. The site is located adjacent to the SPRR rail line. This site is an alternative site for the commuter rail station currently under study. In the event the station is located downtown, this site would be suitable for a stop on a local shuttle route that would provide a connection to the downtown station. That this would be the location of any future rail transit station connecting to the employment center. Therefore, special emphasis should be placed on the functional linkage with surrounding land uses in terms of vehicular and pedestrian access. The service commercial site is at the apex of the major arterial roads flanking the plan area, Pedrick Road and Vaughn Road, and it is approximately central to the employment uses. The pedestrian promenade extending from the commercial center toward the freeway is a focal point for the plan area and provides a pedestrian access "spine" from the furthest points in the plan area to the center.

## PROFESSIONAL AND ADMINISTRATIVE OFFICE

Business-professional, administrative office, and mixed office uses are consistent with provisions of the Professional and Administrative Office (PAO) district in the Dixon Zoning Ordinance (Section 12.07). Other permitted uses may include, but are not limited to, health and legal services and clinics, advertising and management agencies, and membership organizations. The business-professional land use also permits limited amounts of service commercial and retail activities provided for the convenience of employees within the area. The PUD adopted for a specific development plan will further define the uses in this zone.

The specific plan provides approximately 105 acres of business-professional land use along the frontage of Interstate 80. The site is an excellent opportunity for office park type uses serving businesses desiring high visibility sites. The business-professional land uses will be combined in a Planned Development (P-D) zoning district to allow for mixed use business-professional projects. Common recreation/open space, landscaping, dining, and meeting facilities are amenity features which are encouraged within these business-professional developments.



## LIGHT INDUSTRIAL (ML)

Light Industrial (PI) uses provided for in the NQSP are consistent with provisions of the Light Industrial (ML) district in the Dixon Zoning Ordinance. (Section 12.13) Permitted uses may include, but are not limited to, specialized light manufacturing uses, research institutions, back office uses, and administrative facilities, all of a non-nuisance type. Commercial support uses would be permitted where appropriate, and there would be no functional conflict with industrial uses. Commercial support uses would not exceed 10 percent of the total gross floor area in any defined light industrial parcel. These uses would generally be located within light industrial building complexes, and not as freestanding structures. Convenience-related commercial uses would be intended to serve employees in the light industrial area and thereby provide a service amenity to the working environment. It is anticipated that such uses would reduce the need for extended travel for goods and services needed by employees in the course of a normal workday. The PUD adopted for a specific development plan will further define the uses in this zone.

A total of 214.4 acres of the site have been designated for light industrial use. The parcels are bordered by Pedrick Road and portions of Vaughn Road. The light industrial land uses proposed for the project site have been located to provide easy access for truck and employee traffic while maintaining a continuity with the contiguous existing and proposed industrial land uses south of Vaughn Road.

## OPEN SPACE (F)

Open space is an integral part of the project that helps to define and complement the other land uses. The open space will include drainageways, recreation facilities, pedestrian corridors, setbacks from major roads, aesthetic amenities, buffers against active agricultural areas; and preservation and enhancement of natural features. In most instances the open space corridor is intended to serve several purposes simultaneously. For example, open space corridors typically would provide pedestrian walkways, an informal jogging path, a pathway for open drainage swales that are landscaped as a visual amenity, and a site for cleansing urban run-off before being discharged to a natural water course.

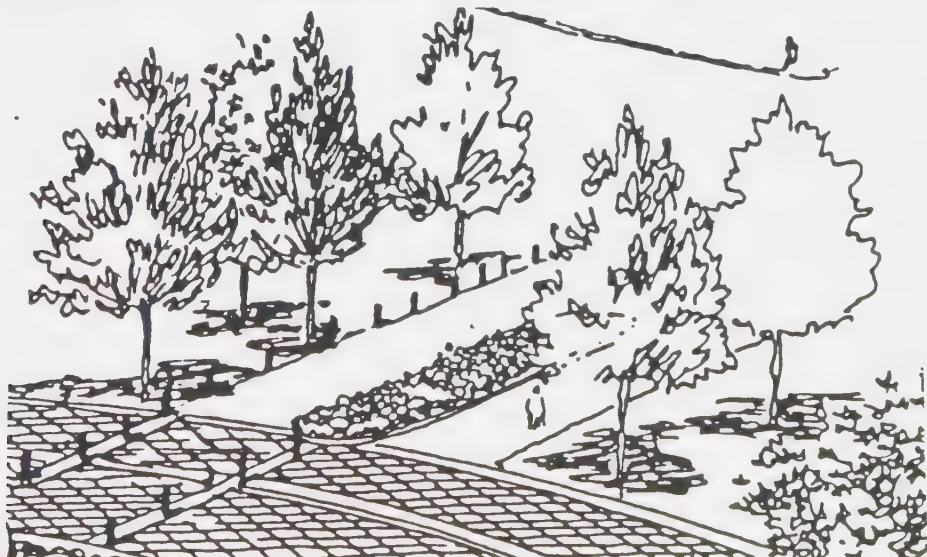


FIGURE 2-4  
OPEN SPACE CORRIDOR

It is intended that the open space areas be incorporated in the individual site development plans where applicable and made continuous throughout the specific plan area. This would make the most effective use of open space on the site and would provide linkages for pedestrians to travel freely to the commercial and service sites. Open space accounts for approximately 129 acres of the plan area. A common entity such as a property owners association or lighting and public open space should be a separate parcel to be maintained by the plan area. Private open space is to be maintained by the property owner.

## 2.5 INTENSITY OF DEVELOPMENT AND EMPLOYMENT POTENTIAL

The proposed land use is intended to provide a substantial employment base for the Dixon area. It is estimated that all uses would provide over 11,000 jobs in a variety of industries. Table 2-2 summarizes the employment potential by land use based on an assumption that the uses will employ between 13 and 34 employees per acre. These are averages that may be exceeded in some instances.

Most plan area land uses will have a floor area ratio (FAR) of between 0.3 to 0.6 to allow for two-story buildings covering thirty percent (30%) of the site. Land uses may be combined, at the discretion of the City, in a PUD zone, which will affect land use floor area ratios.

**TABLE 2-2  
DIXON NORTHEAST QUADRANT SPECIFIC PLAN  
EMPLOYMENT PROJECTION**

LAND USE	NET ACRES	EMPLOYEES PER ACRE	PROJECTED NUMBER OF EMPLOYEES
Highway Commercial	142.2	25	3,555
General Commercial	51.9	25	1,298
Recreation (w/in PAO zone)	<u>4.8</u>	10	<u>48</u>
<b>Subtotal Commercial</b>	<b>198.9</b>		<b>4,901</b>
Business-Professional	100.6	34	3,420
Light Industrial	<u>214.4</u>	13	<u>2,774</u>
<b>Subtotal B-P and ML</b>	<b><u>315.0</u></b>		<b><u>6,194</u></b>
<b>Total Comm/B-P/ML</b>	<b>513.9</b>		<b>11,095</b>



## SECTION THREE

### COMMUNITY FORM AND DESIGN ELEMENT

#### 3.1 PURPOSE AND OBJECTIVES

The Form and Design Element establishes standards and guidelines to serve as an aid to project developers, design professionals, city staff, Planning Commission and City Council in the design and review of individual developments within the plan area. The intent is to establish standards and general guidelines which will ensure consistent quality while supporting design flexibility for all development projects which require design review by the City. The Dixon Zoning Ordinance takes precedent for the specific plan area. Development projects pursuant to this specific plan will be reviewed under the PUD procedure specified in Section 12.17 of the Dixon Zoning Ordinance. This process involves a three stage review of development proposals. The guidelines and standards established in this specific plan are intended to guide the subsequent PUD review.

Design policies presented in this section relate directly to the land use concepts presented in the Land Use Element (Section 2). Emphasis in Section 2 is on the overall relationship of land uses and plan organization. Emphasis in the Form and Design Element is on specific characteristics of individual land uses. This section overlaps with plan policies relating to circulation described in the Circulation Element (Section 4).

This section is intended to help establish a sense of identity for the plan area by defining character and quality of the individual elements within the plan. The principal purpose is to create a consistent level of quality for various land use categories within the plan area while enabling compatibility with the Dixon community.

The Form and Design objectives of the specific plan are to:

1. Provide for a blending of the built environment with landscaped open space to enhance work environments and enrich the overall image of the plan area.
2. Apply state-of-the-art energy conservation methods and systems responsive to local climatic conditions to building and landscape design, building siting and orientation.
3. Enable superior quality development that integrates architectural style, landscaping, public art, signage, lighting, circulation, and street furniture to produce an environment that is aesthetically pleasing in form, scale, texture, color and variety.
4. Ensure safety and convenience for all plan area users.

#### 3.2 GENERAL DESIGN GUIDELINES

The General Design Guidelines of the specific plan focus on the themes and design features that will be used throughout the plan area. Guidelines are included which detail the treatment of common elements or issues found in a number of different land use types. A focus of the design guidelines is on the interface between the outside world and the project i.e., vehicles passing the site and the overall visual impression of the development, and

individuals that will work on site and use the pedestrian access throughout the plan area. These design features include:

- project site design
- pedestrian circulation
- architecture
- land sculpture
- landscaping
- public art
- screening/fencing
- lighting
- signage
- street furniture

### **3.2.1 PROJECT SITE DESIGN**

The following design guidelines are applicable to all land uses within the plan area:

1. Each increment of a phased project shall be designed to be complete in its function, circulation, drainage, infrastructure, landscaping, and visual aspects.
2. Projects adjacent to open space areas and corridors should incorporate such corridors into project design.
3. Buildings should incorporate, to the extent feasible, adjacent open space as a visual amenity. A minimum twenty foot (20') setback shall be provided from the edge of the open space areas. Such setback shall be landscaped and may include berms and swales to create a boundary and control drainage. Fencing between commercial and open space use is discouraged. When necessary, such fencing should be open type to allow for continuous view to the open space area, except where screening is desired. Building design shall consider views from the adjacent open space areas. In general, architectural treatment and materials for those frontages visible from adjacent open space areas shall be the same as those utilized on the main frontages of the buildings.
4. Buildings shall be sited with regard to the physical features of each project parcel and adjacent parcels. Such features shall be considered as primary design determinants.
5. Projects located adjoining or within noise impact areas that exceed 70 dBA should incorporate noise mitigation measures. These may include, but are not limited to, orientation and massing of facilities and sound reducing materials and structures such as double glazed windows, sound walls and berms.
6. Site design and architecture shall consider solar access, wind protection, shade, and seasonal considerations, to enhance the quality of outdoor space.
7. Public art shall be considered at prominent locations along pedestrian paths, adjacent to buildings, and at key observation points.
8. The master plan for all parcels adjacent to the potential passenger rail corridor shall take into consideration the possible future provision of rail services, including right-of-way and station needs.



9. Bicycle racks, lockers, and showers for employees are generally encouraged to be placed within projects to promote walking and cycling to work. Bicycle parking should be provided in highly visible and convenient locations. Within the PUD review process the parking required for a development project may be reduced in-lieu of such facilities.
10. The concept of shared parking should be encouraged and parking should be located to the rear or side of buildings where practical.

The following design guidelines are applicable specifically to commercial land uses within the plan area:

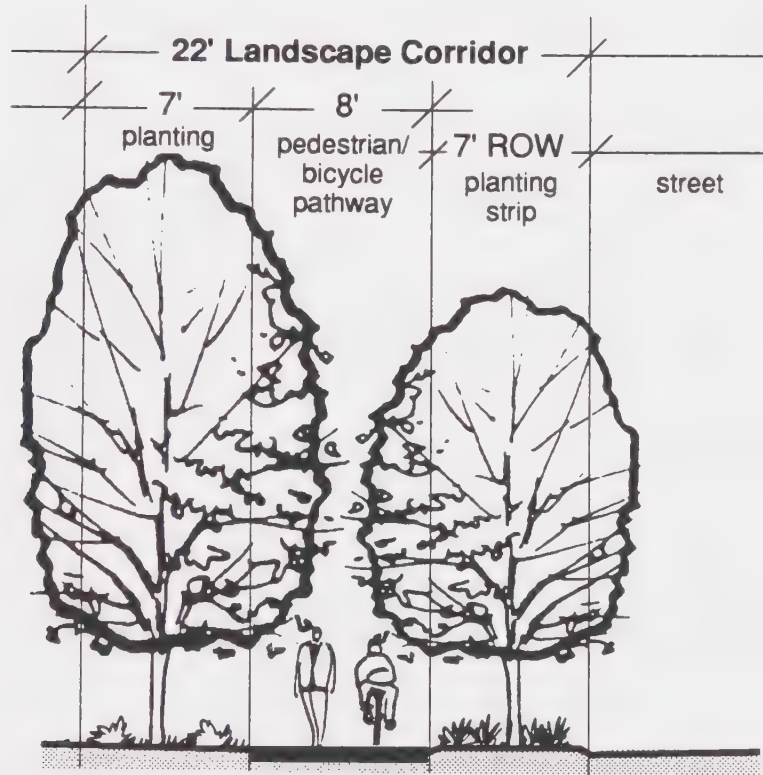
11. Building site design should consider alternatives to the standard "L" shape or strip building configuration. In order to strengthen the streetscape, pad sites or a portion of the main building should be located at the street frontage.
12. Large single-user freestanding retail commercial buildings which are not integrated in an overall pedestrian oriented site design, are generally discouraged, and shall not be the dominant form of commercial use on any parcel. Architectural design measures should be incorporated to visually reduce the bulk and large frontages often associated with such uses.
13. Each commercial area shall be accessible from at least one major collector or arterial street, with sufficient design capacity to accommodate traffic generated by the businesses as well as other local traffic.
14. Commercial areas shall be accessible by public transportation, and from pedestrian sidewalks and bicycle routes. Consideration shall be given at the design review stage to on-site transit stops, including but not limited to bus stops.
15. Commercial uses shall have a comprehensive parking plan designed to maximize shared parking facilities, establish efficient circulation, promote the visual quality of the site, and accommodate pedestrian circulation. Angled parking with one-way circulation is to be utilized whenever feasible.
16. Commercial buildings shall be set back a sufficient distance and be designed to minimize visual impacts on adjacent uses to the extent practicable. The setback will vary depending upon building height and bulk, and type of use.

### **3.2.2 PEDESTRIAN CIRCULATION**

The provision of convenient pedestrian access and circulation throughout the plan area is a principal goal in the organization of this plan. In order to achieve a comprehensive and convenient pedestrian/bicycle system, continuity and integration is required between plan-wide pedestrianways and the individual facility accommodations for pedestrian users. The following guidelines address the specific requirements for achieving this continuity.

1. Land uses shall be easily accessible by public transportation, pedestrian, and bicycle routes.
2. All land uses shall be designed to facilitate pedestrian cross-connections to adjacent uses and access to the area-wide pedestrian path system.

3. Pedestrian walkways in landscape corridors, as shown in Figure 3-1, Landscape Corridors, shall provide access from sidewalks into projects separate from major vehicular driveways and circulation. Connections between private and public pathways shall be the responsibility of the project developer.

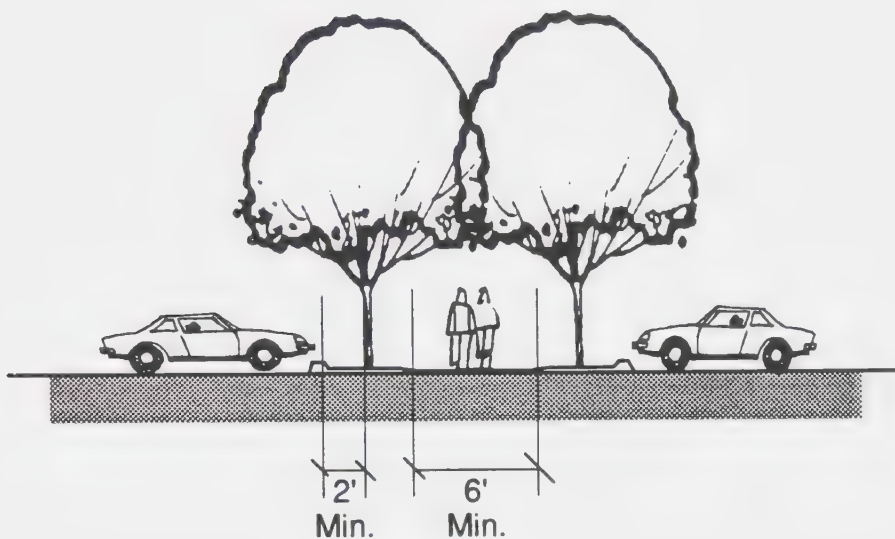


**FIGURE 3-1  
LANDSCAPE CORRIDOR**

4. To ensure pedestrian access within the plan area, clear connections should be provided between facilities and public pathways. Pedestrian pathway access should occur at the perimeter of a project and at a maximum interval of 300 linear feet. The location of pedestrian access should coincide with transit stop locations to facilitate the use of public transit as shown in Figure 3-2, Pedestrian Pathway Through Parking Lot. Pedestrian connections between public pathways and buildings will be the responsibility of the project developer.
5. To ensure pedestrian safety, public pathways shall be well lit and located in areas of view from adjacent buildings and public spaces. Locations where pedestrian paths cross roadways shall be denoted with special accent paving materials to specifically denote a pedestrian crossing and to alert passing vehicular traffic. All pedestrian crossings shall be appropriately lit.



6. The main pedestrian paths should be constructed of concrete. However, smaller decomposed paths and jogging trails may utilize other materials, such as asphalt or crushed granite, providing there is a mechanism to ensure trail maintenance and upkeep.



**FIGURE 3-2**  
**PEDESTRIAN PATHWAY THROUGH PARKING LOT**

### 3.2.3 GENERAL ARCHITECTURAL GUIDELINES (BUILDING FORM AND STYLE)

It is not within the scope of this specific plan to define the range of architectural styles permissible in the plan area. Design standards that would specify standardized materials and forms over the entire plan area would be unnecessarily restrictive. However, it is desirable to ensure consistency in the architectural treatment within individual projects or complexes and to create visual continuity between separate projects. The PUD review process will address the specific design of a development project. To ensure overall compatibility, the following architectural design guidelines are suggested:

1. Primary building and project entries should be well-defined by accent treatments including, but not limited to, special textures, forms, materials, colors, and landscaping in order to provide a sense of entry and facilitate orientation for users.

2. All exterior architectural materials and systems should be selected to withstand local climate related conditions including peak intensities and duration of precipitation, maximum diurnal and seasonal temperature extremes and predictable UV exposures.
3. Untextured, untreated concrete slab tilt-up buildings lacking detail and architectural style and form are discouraged.
4. All ancillary structures such as walls, detached storage structures and debris enclosures should be treated as an integral part of the building design and should not appear as unrelated to the primary structure. All accessory structures should be compatible in material, color and texture with the primary structure.
5. Buildings visible from North First Street and Interstate 80 (I-80) should be distinctive in form, lighting, and detailing to establish a strong identity for these regional routes and primary entries into the City.
6. For all uses other than highway commercial, trademark buildings typical of chain or franchise businesses are generally discouraged.
7. Where the rear or side of a structure is visible from a public thoroughfare or public space such as with properties adjoining I-80, such elevations should be treated with materials, detailing and color compatible with the primary frontage.

### **3.2.4 LAND SCULPTURE**

The plan area will be highly visible from passing vehicles on I-80 and will function as a principal entry or gateway to the City via North First Street, Vaughn Road and Pedrick Road. There will, therefore, need to be special treatments of these corridors. The provision of varying setbacks and providing land forms that sculpt the land, or "land sculptures" can be used to provide visual diversity and add interest to what could otherwise be a flat, monodimensional visual setting. Land sculptures can also be used to create noise abatement berms, screen parking and hide unaesthetic features such as satellite dishes, trash receptacles and HVAC infrastructure. The land sculptures will be integrated with landscaping to create a uniform treatment of the project site's key visual corridors.

Land sculptures may take one of two possible design approaches. The first approach would be to utilize nature and natural land forms as a visual screen. This would create a more natural setting, including rolling hills, streams, meandering paths, and a natural woodland visual treatment. Structures would be screened from view behind the land sculpture and landscaping. The second approach would be to utilize land forms in a more architectural sense. These landsculpted land shapes would be more geometric and whimsical, using the land and landscaping more like sculpture. Land forms may take recognizable shape and topiary landscaping could be planned. Structures would be integrated into the land forms so that natural and architectural forms join as a cohesive design.

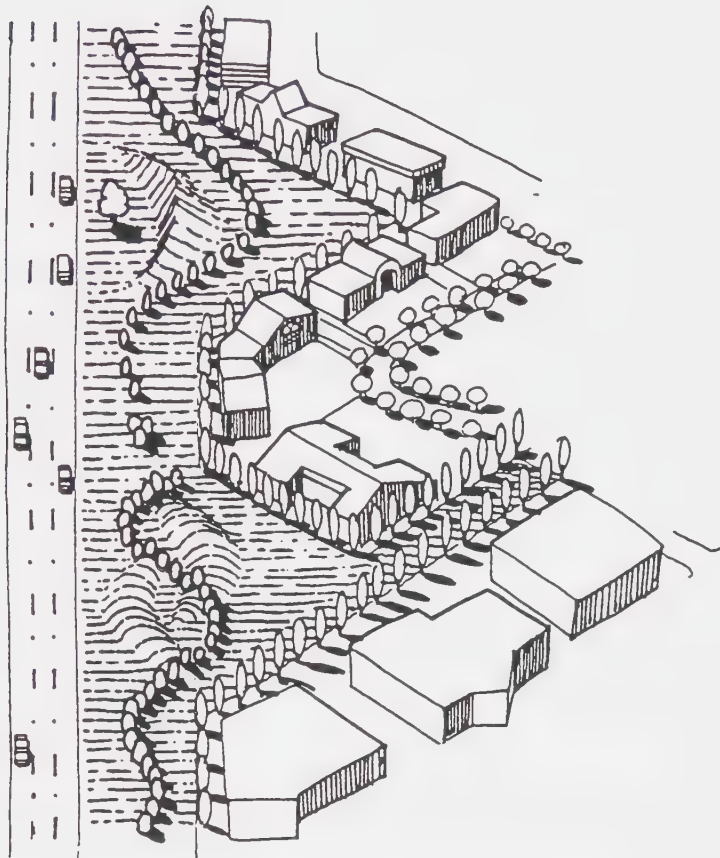
The following guidelines address the corridors where landsculpting should be considered.

#### **INTERSTATE 80 CORRIDOR**

The I-80 frontage of the plan will be the most visible aspect of the project. The existing unobstructed views of agricultural land will be changed to a view of Highway Commercial and Professional/Administrative Office Development.



To soften the visual image of the project, an irregular setback pattern will be established from I-80, providing sufficient setback to accommodate land sculpture and landscaping that will visually integrate development into the natural setting. (Figure 3-3 provides a conceptual schematic). The site design of individual development projects will be addressed in the PUD design review process.



**FIGURE 3-3**  
**CONCEPTUAL SCHEMATIC OF LAND SCULPTURE ALONG I-80**

The following design element features are therefore recommended:

1. An irregular "sawtooth" setback line should be established along the project's I-80 frontage, varying between a minimum of 35 feet from the property's edge, to a maximum of 200 feet.

2. A coordinated land sculpture plan should be considered for the plan area's entire I-80 frontage. The land sculpture plan should consider the use of earth mounding, berms, retaining walls, and revetments to create visual diversity; screen structures and parking area create noise attenuation and provide visual interest to travelers in passing vehicles.
3. Land sculptures will be integrated with landscaping to provide intermittent vantages into the plan area from adjoining roadways.

#### **NORTH FIRST STREET**

North First Street parallels the east side of the plan area. This road is one of the main accesses to Dixon and therefore serves as a gateway to the community. To achieve a gateway characteristic, the following land sculpture design guidelines are recommended.

4. A setback line of 25 feet will be established along the plan's frontage of North First Street.
5. A coordinated land sculpture plan should be considered for the plan's North First Street frontage. The land sculpture plan should consider the use of earth mounding, berms, retaining walls and revetments to create visual diversity, screen structures and parking areas, create noise attenuation, and provide visual interest to travelers in passing vehicles.
6. Land sculpture will be integrated with landscaping to define a gateway entry node at the plan area's intersection of Arterial B and North First Street.

#### **VAUGHN ROAD**

Vaughn Road parallels the south side of the plan area and will be very visible from passing vehicles. The following land sculpture design guidelines are recommended.

7. A setback line of 25 feet will be established along the plan's frontage of Vaughn Road.
8. A coordinated land sculpture plan should be considered for the plan's Vaughn Road frontage. The land sculpture plan should consider the use of earth mounding, berms, retaining walls and revetments to create visual diversity, screen structures and parking areas, create noise attenuation, and provide visual interest to travelers in passing vehicles.
9. Land sculpture will be integrated with landscaping to define an entry node at the plan area's intersection of North Fitzgerald Road and Vaughn Road.

#### **PEDRICK ROAD**

Pedrick Road parallels the east side of the plan area. This road is one of the main access roads to Dixon. The following land sculpture design guidelines are recommended to help develop this road.

10. A setback line of 25 feet will be established along the plan frontage of Pedrick Road.



11. A coordinated land sculpture plan should be considered for the plan's Pedrick Road frontage. The land sculpture plan should consider the use of earth-mounds, berms, retaining walls and revetments to create visual diversity, screen structures and parking areas, create noise attenuation and provide visual interest to travelers in passing vehicles.
12. Land sculpture will be integrated with landscaping to define a gateway entry node at the plan's intersections of Arterial B and Professional Drive.

### **3.2.5 STREETScape LANDSCAPE GUIDELINES**

As the plan area will function as a principal entry or gateway to the City of Dixon, the special landscape enhancement along the frontage area of I-80 and North First Street serves the dual purpose of complementing the adjoining land uses while accentuating the gateway environment to the City Scenic Roadway Landscape Treatment. Special landscape provisions are required for areas along the I-80 and North First Street rights-of-way.

The intended landscape treatment of these frontage areas will enable intermittent vantages into the plan area from the adjoining thoroughfares while visually screening structures and integrating development into the setting. Through the massing of clustered groupings of trees, frequent view "windows" into the plan area will be allowed over a foreground and middle ground of low growing shrubs. Irregular setbacks will provide "pocket" planting areas for the planting clusters. Linked to the landscaped frontage area are additional view corridors which are oriented perpendicular to the frontage area. The center most corridor will be a 100-foot wide landscape pedestrian promenade and enhanced drainage easement which will provide a central storm drainage channel across the plan.

Landscaping will provide edge definition and accent and visual buffering along the designated scenic corridors and will help reinforce a common identity and image for the Dixon Northeast Quadrant Specific Plan area. To ensure aesthetic and functional land use buffering and edge definition, the following landscape design guidelines are suggested:

1. Street trees shall be located at 30 feet on center along major thoroughfares to provide shade and foliage, soften the hard streetscape, and help define the public space and pedestrian scale.
2. Landscaping shall include land sculpting features as a method of adding visual interest and providing sufficient soil for mature plant growth. The intent is to avoid an unbroken visual plane along the roadway corridors. Such berms may not interfere with traffic visibility or drainage to natural features.
3. Accent planting shall be used at project entries. The maintenance of groundcovers and shrubs within the planter strips shall be the responsibility of the adjacent property owners. Street trees will be maintained by the City through the establishment of a lighting and landscape district.
4. Parking lot design should require fifty percent (50%) shading within a period of 15 years.
5. Landscaping materials shall be selected with consideration for water requirements over the lifetime of the plants. The use of materials with low water requirements,

particularly plants that are considered drought tolerant, and the use of efficient irrigation systems is strongly recommended and may be required.

6. Standards for landscape installations should comply with the Energy and Water Conservation Regulations specified in Section 12.27 of the City Zoning Ordinance, as well as any and all applicable water efficient landscape ordinances.

### **3.2.6 LANDSCAPING ADJACENT TO NATURAL OPEN SPACE/DRAINAGE AREAS**

The natural landscape is relatively sparse and the natural drainage areas will remain as a network of permanent open space which provides an excellent opportunity to blend the natural landscape with the urban landscape.

The objective of the open space landscape guidelines is to ensure the environmental integrity of the natural habitat, provide the continuity of view corridors through the plan area, and provide a subtle transition between natural and created environments. The following general policies apply to landscaping adjacent to natural open space areas:

1. Formal landscaping adjacent to the natural open space areas will require erosion and water quality control techniques to avoid run-off into the open space drainage corridor areas. Of particular concern is run-off carrying herbicides, pesticides, fertilizers, and eroded soils. Such control measures need to be integrated with the overall landscape design for the proposed project.
2. Where feasible, the formal landscaping of adjacent land uses should provide a visual transition to the informal landscape character of the open space area. Landscaping adjacent to open space shall be typified by low shrubs and groundcover, with the exception of trees compatible with the street trees used in the adjacent streets or adjacent private landscaping.
3. Landscape materials within planting areas adjacent to the natural drainage corridor areas shall be non-invasive species compatible with the natural habitat of the preserve areas.
4. Earth berms and/or swales may be used to separate and delineate the natural open space from the formal urban landscaping in order to maintain the security and privacy of the adjacent land use. Visual and pedestrian connections between the use and the open space should be maintained where feasible.
5. The project developer, owners' associations and City shall take whatever steps are necessary to prohibit the disposal of lawn clippings, rubbish, or any other foreign material in open space areas. A landscape and lighting district will be established to maintain all open space areas. Private open space will be maintained by the property owner.

### **3.2.7 PUBLIC ART**

Public art adds visual interest, focal points and character to the urban landscape. As part of the plan's pedestrian system and scenic corridors, public art will be provided. In general, public art will be included at gateways entry nodes and within pedestrian paths to define



community character, to provide visual interest, and to visually lead the observer from one point to another. The following guidelines address the specific recommendations for public art.

1. Public art should be considered at prominent visual locations such as at gateway entry nodes, along pedestrian paths, adjacent to buildings and at key focal points.
2. Public art should consider incorporating themes that reflect community character.
3. Public art should be located in areas where it will be enjoyed by the greatest number of people.

### **3.2.8 SCREENING AND FENCING GUIDELINES**

Walls and fencing within the plan area are intended to screen facilities, and to provide sound barriers, privacy, and security. To a significantly lesser extent they may be utilized to buffer land use boundaries. Policies relating to the interface between uses are addressed in the appropriate use specific guideline discussions. In general, the walls are to be kept to a minimum to avoid blocking views or creating a sense of fragmentation among the land uses in the plan area. The following guidelines shall apply:

1. No outside, unscreened storage is permitted. Loading, service, equipment, and trash enclosure areas shall be fully screened by a combination of fencing, masonry walls, grade separation, and/or dense landscaping.
2. Mechanical equipment, satellite dishes, antennas, and other similar structures shall be ground-mounted when feasible. If not ground-mounted, such equipment shall be screened from the view of streets, adjacent properties, and areas open to the general public through the use of parapet walls, roof wells, or other means incorporated as an integral part of building design.
3. All screening and fencing should be consistent with the City of Dixon Zoning Ordinance
4. Masonry wall design should be compatible with materials used on buildings.

### **3.2.9 LIGHTING GUIDELINES**

Exterior lighting within the plan area is intended to provide for safety and security, as well as to enhance building design and landscaping. It is intended that the intense commercial areas will be brightly lit in a manner that complements the architecture and level of activity anticipated. The following lighting guidelines are designed to encourage creative use of lighting while avoiding nuisances and minimizing energy demands.

1. Project lighting shall not create glare for project occupants or neighboring properties.
2. The design of exterior lighting shall, in all cases, consider the long-term energy demand of the lighting program.
3. High pressure sodium vapor lights with cutoff-style fixtures shall be used on major arterial streets, collector streets in non-residential areas, in parking areas, and along public sidewalks adjacent to arterial streets to improve energy efficiency and reduce

glare impacts. Lighting of pedestrian pathways on development projects shall be reviewed in the PUD design review process.

4. The style and design of lighting fixtures shall be compatible with building design and consistent within individual projects.

### **3.2.10 SIGNAGE**

Signage within individual projects should be consistent throughout the plan area. To ensure that exterior signs for each facility contribute to the overall integrity of the plan area, the following guidelines are suggested.

### **GENERAL STANDARDS**

1. A Planned Sign Permit Program is required as a part of the planned development submittals. The program should contain sufficiently detailed renderings to show sizes and placements of proposed signs, proposed materials and color sample boards, and preliminary details of sign construction.
2. Building signs shall not exceed the building height or extend above the building parapet or eaves. Free-standing signs shall not exceed six feet in height.
3. Signs shall be restricted to tenant identification only, either wall-mounted or free-standing, apart from the exceptions described in this section.
4. No signs or any other contrivances shall be devised or constructed so as to rotate, gyrate, blink, move or appear to move in any fashion. Inset letters, back lit letters or other similarly permanent letters on solid materials are preferred.

### **3.2.11 STREET FURNITURE**

All street furniture including trash receptacles, benches, bus shelters, signage and lighting shall utilize a standard or complementary design theme.



## SECTION FOUR

### CIRCULATION ELEMENT

The specific plan circulation system provides a range of transportation modes for the safe and efficient movement of people and materials. Circulation includes public transit, public streets, pedestrian paths, bikeways, and potential future connection to commuter rail service. Most notably, the plan incorporates a system of bicycle and pedestrian paths which provides direct access to supporting land uses in order to facilitate a reduction of vehicular traffic.

All of the major streets in the plan area will include pedestrian pathways set back from the curb on both sides of the street. This pathway system is directly linked to the various land uses and transit stops in accordance with policies in this section and in the Land Use Element (Section 2). The plan area is surrounded by an established road network including Interstate 80, North First Street, Pedrick Road and Vaughn Road which will provide direct and convenient access to the plan area as shown in Figure 4-1, Plan Area Circulation.

#### 4.1 CIRCULATION OBJECTIVES

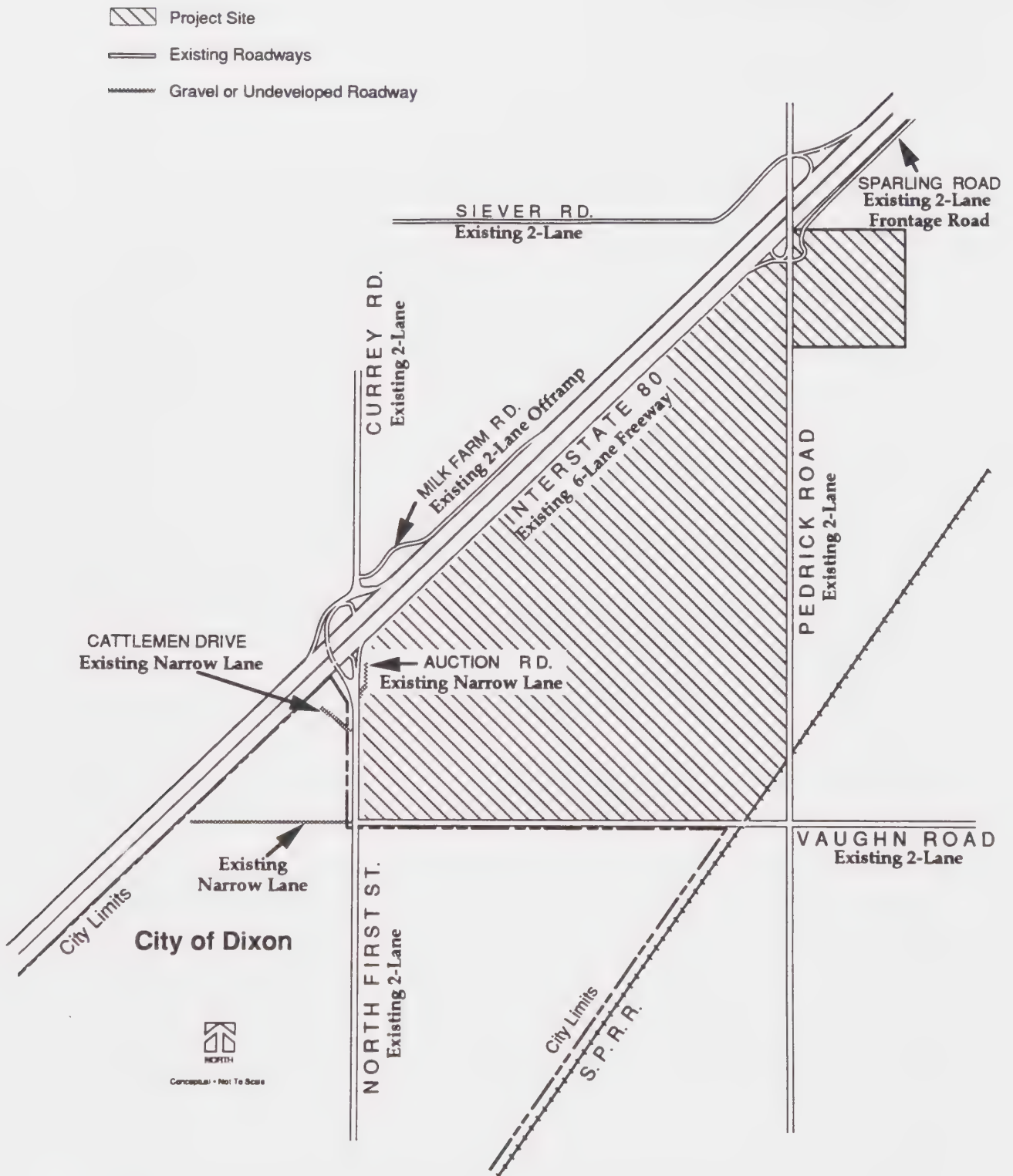
The circulation system is designed to achieve the following objectives:

- Provide a safe and efficient vehicular, pedestrian and bicycle circulation systems.
- Enhance the aesthetic environment for public circulation.
- Strive for Level of Service (LOS) "C" for roadway linkages and intersections at arterial and collector streets.
- Reduce impacts on regional air quality.
- Facilitate alternative transportation modes.
- Ensure access to future public transit services such as rail transit.
- Accommodate regional traffic without adversely impacting local traffic.
- Provide alternative routes for through truck traffic to avoid conflicts with the downtown area.

#### 4.2 EXISTING STREET SYSTEM

North First Street begins at I-80 and continues south into the City of Dixon. This road, which serves as State Route 113, currently carries approximately 7,500 daily vehicle trips north of Vaughn Road and 8,800 daily trips north of Stratford Avenue. Pedrick Road is also a north-south road which provides access to the eastern portion of the City. This street begins as County Road 98 north of Woodland, in Yolo County, and runs south becoming Pedrick Road at the Solano County line. The road then crosses I-80, passing by the specific plan area, and continues south ending at Main Prairie Road south of Dixon. The traffic on Pedrick Road ranges from 1,500 to 2,000 daily trips near the plan area. Vaughn Road is an east-west road which begins just west of North First Street and ends at Runge Road to the east. It currently carries approximately 650 daily trips. All plan area roadways currently operate at LOS "C" or better.

North First Street/I-80 is a "skewed" interchange with a "fly-over" ramp from westbound I-80 to southbound North First Street. The Pedrick Road/I-80 interchange is a diamond interchange with four-way stop controlled intersections at the ramp termini. These interchanges are impacted by city-wide traffic since both North First Street and Pedrick Road serve as major city arteries.



**FIGURE 4-1**  
**PLAN AREA CIRCULATION**



### 4.3 PLANNED STREETS

Street size and function in the specific plan is scaled to accommodate anticipated intensity of vehicular use associated with proposed land uses. The configuration of streets is assigned to enable convenient internal routes and to promote ridesharing. Plan area circulation is comprised of arterial streets, industrial collectors and commercial collectors. In general, the pattern of local streets is designed and organized to facilitate easy access within the plan area. Plan area circulation is illustrated in Figure 4-2, Circulation Master Plan.

The ROW for all streets shown on the Circulation Master Plan within the project area will be reserved pursuant to this specific plan. The actual construction of the roads will be determined for specific development applications in the PUD review process.

#### 4.3.1 ARTERIAL STREETS

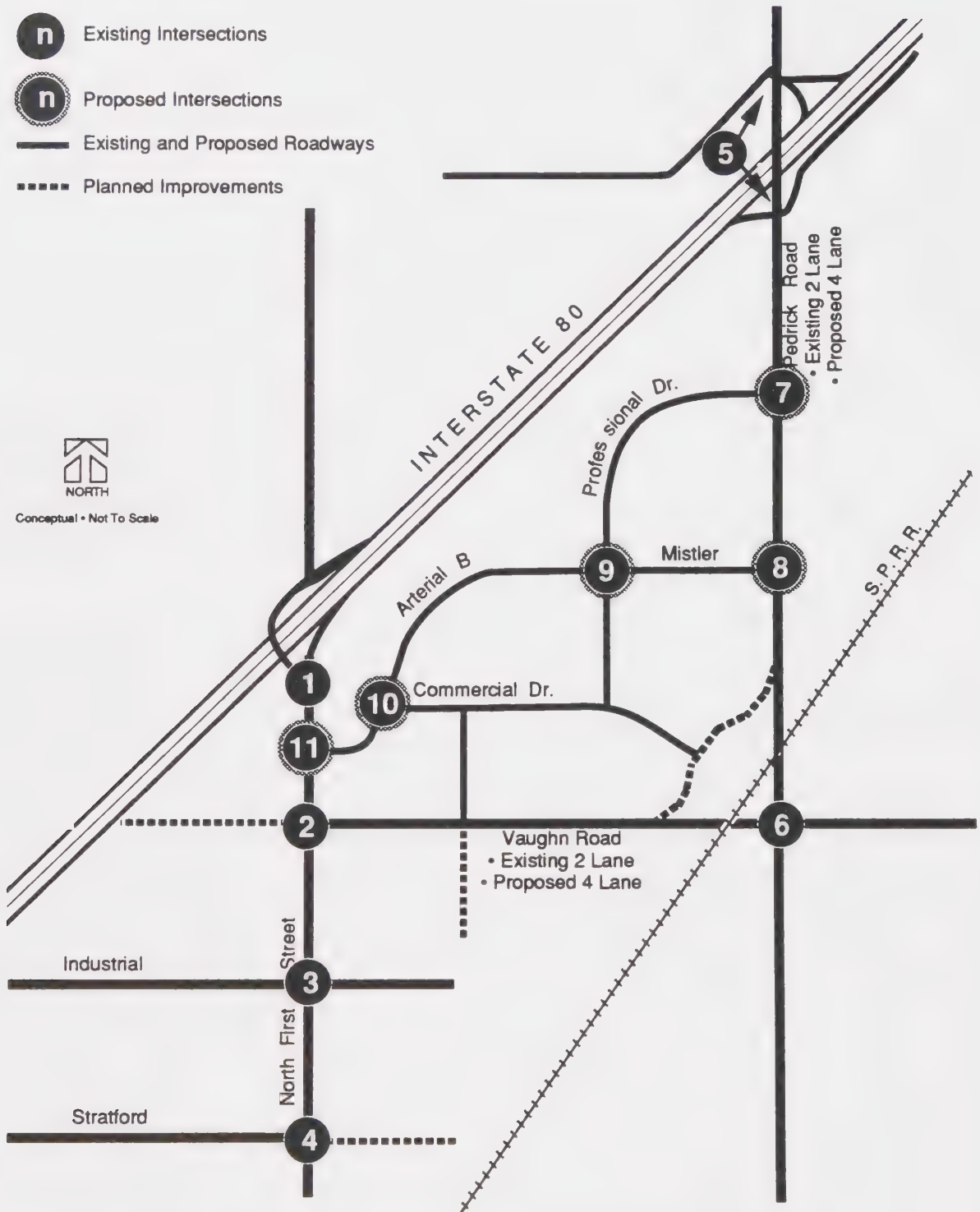
The primary function of the major arterial streets is to move traffic to, from and through the plan area to the adjoining major arterials. Employees from nearby residential areas will travel by or through the plan area to the employment centers in the North Dixon area. Travelers from the I-80 corridor vicinity will commute through the specific plan area to the employment areas within the North Dixon area and the plan area. It is also anticipated that shoppers coming from the I-80 corridor and local community will travel on arterial streets to the plan area shopping centers.

Arterial streets within the specific plan area are designed with a 90-foot right-of-way that incorporates four travel lanes with standing curb and gutter and on-street bike lanes and landscaped median as illustrated in Figure 4-3, Typical Arterial. On-street parking will be prohibited. Arterial streets in the plan area will include landscape corridor easements on each side of the roadway with an eight-foot wide pedestrian walkway separated from the street by a landscape planter strip. The landscape corridor on arterial roadways is measured from the back of ultimate curb.

North First Street, Pedrick Road, and Vaughn Road are perimeter streets designated as arterials. North First Street is planned as a major four-lane arterial connecting Dixon with I-80. It will include four travel lanes with two future expansion lanes in the landscaped median. This configuration will ultimately accommodate six traffic lanes and a 14-foot wide median. Pedrick Road will be a limited access roadway with minimal cross traffic and turning movements and an ultimate configuration of 6 travel lanes. Vaughn Road will serve as an east-west arterial linking the Dixon Northeast Quadrant Specific Plan area with residential areas to the west. Four lane arterial streets within the plan area are identified as: Professional Drive and Arterial B. (see Figure 4-5)

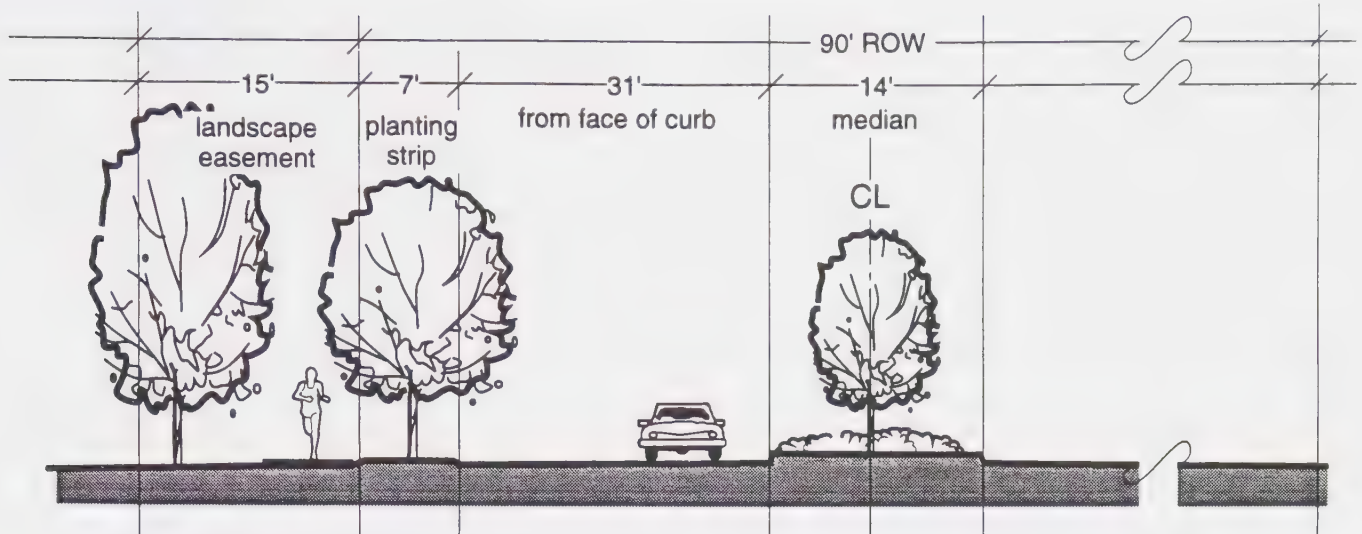
#### 4.3.2 COMMERCIAL COLLECTOR

Commercial collectors are designed to link arterials to local streets and serve as primary circulation within the plan. Commercial collector streets in the plan area are designed with a 64-foot right-of-way that includes two lanes of auto traffic, on-street parking, bike lanes and curb and gutter as illustrated in Figure 4-4, Typical Commercial Collector. Outside the right-of-way within a designated landscape easement is a pedestrian pathway separated from the curb by a minimum seven-foot planter strip. Landscape corridor widths along collectors are

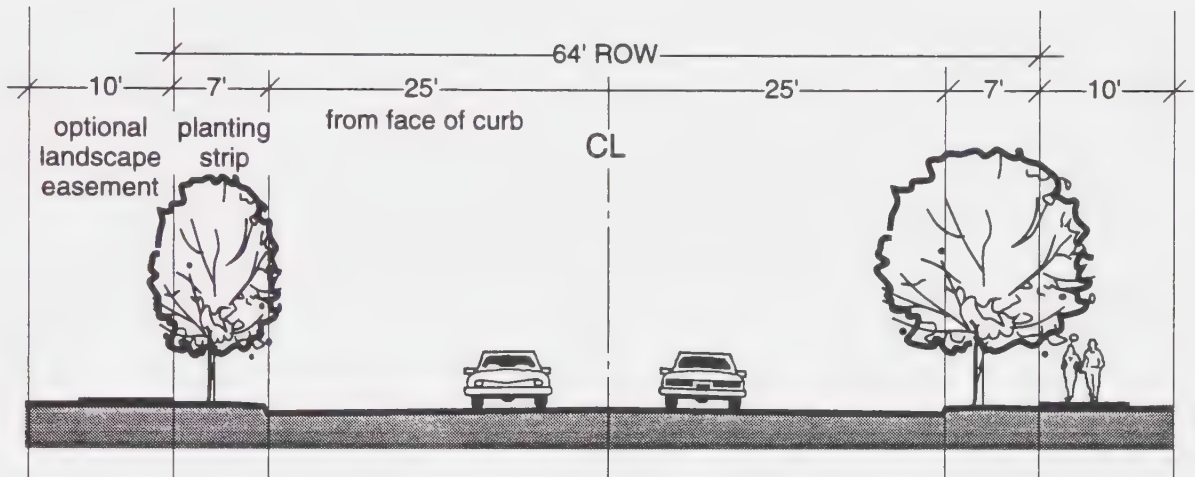


**FIGURE 4-2**  
**CIRCULATION MASTER PLAN**





**FIGURE 4-3**  
**TYPICAL ARTERIAL**



**FIGURE 4-4**  
**TYPICAL COMMERCIAL COLLECTOR**

measured from the back of curb. Although initially striped for two lanes, the collector street may be restriped to accommodate four lanes. Commercial collectors will link Vaughn Road and Pedrick Road and provide access to the interior of the plan area. This includes: North Fitzgerald Road, Mistler Road, and Commercial Drive (see Figure 4-5)



**FIGURE 4-5**  
**FOUR LANE ARTERIAL STREETS**



## 4.4 LEVEL OF SERVICE

It is the policy of the City of Dixon to strive to ensure that existing and proposed street configurations maintain existing service standards. It is the goal of the plan area circulation network, including roadways and intersections, is designed to operate at a level of service (LOS) of "C" or at the existing service level, as designated in the Dixon General Plan. Operation at LOS "C" is achieved by a combination of the following measures:

- land use planning proportioned and distributed to reduce vehicular trips;
- signalization controls and appropriate design of intersections to optimize flow of traffic; and
- use of Transportation System Management (TSM) programs, including support of alternative commute sheds.

## 4.5 BIKEWAYS/PEDESTRIAN PATHWAYS

Bicycling and walking are alternatives to driving that people will use regularly for short trips if the distance is sufficiently short and relatively safe. The strategic placement of land uses will reduce the travel distance between employment centers, services and shopping. Convenient access will be facilitated by providing an extensive network of walking and cycling paths.

The plan features a loop pathway system which serves cyclists and pedestrians. Sidewalks will be provided on all streets within the project area to serve pedestrian traffic. Class I bikeways will be provided on plan area arterial streets and commercial collectors. In addition, on-street Class II bikeways are provided on all arterial streets. Class I bike paths along the arterial and collector streets consist of slightly undulating, eight-foot wide paved paths, separated from the streets within the landscape corridors. Pathways are designed to accommodate both pedestrians and cyclists. Since the bikeways are intended to provide a safe and convenient route for commuting cyclists at a reasonable speed, the alignment of the routes will not meander too greatly to impede the safe and convenient movement of cycle traffic.

Within commercial areas, pedestrian corridors will extend from buildings through parking areas to connect with plan arterials or other major roads and bus stops. The pedestrian corridors will be landscaped walkways of sufficient width to allow groups of people to walk and to sit. Pathway landscaping will provide a shade canopy and will buffer pedestrians from adjacent parking. The corridor will include rest islands at the center medians, special lighting and paving and markings to facilitate pedestrian direction.

## 4.6 PUBLIC TRANSPORTATION

### 4.6.1 BUS SERVICE

The City of Dixon is currently served by two public transit systems. Greyhound provides commuter bus service between Dixon and Sacramento as well as inter- and intra-state service. The Dixon Redi-Ride provides regularly scheduled fixed route service. The Redi-Ride system will be expanded to the plan area as demand for these services occurs.

#### 4.6.2 RAIL SERVICE

The Southern Pacific Railroad crossing in the southeast corner of the plan area provides an opportunity for a future transit station. The specific plan has been designed to accommodate a future rail line or alternative transit use of the railroad easement. As an employment center, the plan area is located to optimize use of a rail line or other transportation facility that reduces daily automobile uses.

#### 4.7 PARK AND RIDE & RIDESHARING

Park and ride lots will be located within the plan area to provide convenient places for commuter car pooling. Park and ride facilities are intended for commuters in the Dixon area who may utilize the plan area as a parking or meeting point to commute outside of the plan area. The park and ride lots will typically include approximately 25 to 50 spaces and be incorporated in the parking for a commercial, business-professional or light industrial uses.

Where park and ride lots are within a business parking area, they should be located so as to not interfere with business operations. The park and ride spaces may be included as part of the normal parking requirement for the planned business or commercial use if peak use of the park and ride does not coincide with peak use of the business or commercial use and if approved by the City. Park and ride spaces will be clearly marked through pavement markings and directional signage. Spaces are reserved exclusively for park and ride on Monday through Friday from 6:30 a.m. to 6:30 p.m.

Ridesharing facilities will be provided in plan area employment uses to promote alternatives to the use of automobiles for commuting to work. Ridesharing facilities consist of preferential parking or specialized facilities for vanpools, carpools or commuter buses.

#### 4.8 TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Traffic impacts on Dixon streets may be reduced through Transportation Systems Management (TSM) measures which encourage employees to rideshare and to use non-peak hours for travel. The Dixon Congestion Management Program requires a Trip Reduction Ordinance (TRO) to create a twenty-five percent (25%) reduction in commute trips. The following TSM measures will promote a reduction in vehicle commuting within plan area employment centers:

- Distribution of information on alternative modes of travel (buses, bicycles, etc.) to employees within the specific plan.
- Carpool and vanpool matching services to assist employees with similar origins, destination, and schedules in finding other employees with whom to share a ride.
- Showers and lockers at employment locations to encourage pedestrian and bicycle commuting.
- Designation of an on-site employment TSM coordinator to assist in disseminating information and monitoring the status of any transportation management activities.
- Parking requirements may be reduced where other TSM measures are offered as a further inducement to reduce automobile use.



## **4.9 CIRCULATION POLICIES**

### **4.9.1 STREET SYSTEM AND LAYOUT**

1. Right-of-way locations for landscape corridors and pathways for all arterial and collector roadways are as indicated on Typical Arterial and Typical Collector Street sections as shown in Figures 4-3, 4-4, and 4-5.
2. Landscape corridors should be granted as landscape easements over private property. All landscape corridors are to be landscaped consistent with the provisions of the Form and Design Section (Section 3).
3. Driveways along primary plan arterials should be limited and restricted to points approved by the City. Parking on all arterial streets should be prohibited by posting.
4. Intersections of collector streets with arterial streets should be kept to a minimum. Collector streets should not intersect with a major arterial street closer than 300 feet from another collector/arterial intersection.
5. Plan area roadways shall be designed as alternative routes for through truck traffic to avoid conflicts with downtown traffic.

### **4.9.2 LEVEL OF SERVICE**

1. Level of service at plan area roadways and intersections shall strive to maintain Level of Service (LOS) "C".

### **4.9.3 BIKEWAYS/PEDESTRIAN PATHWAYS**

1. Bicycle and pedestrian circulation systems should be designed to minimize conflicts with the vehicular circulation system. Separation of the cyclist/pedestrian from the automobile should be provided to the extent feasible along the designated Class I bike paths.
2. Class I bike paths doubling as pedestrian walks should be a minimum of eight feet wide and should be constructed of concrete or asphalt. Bikeways should not vary from a straight line by more than eight feet in 100 feet of length. Landscaping and berming where feasible should be used to separate pedestrian/bicycle paths from streets. All pedestrian sidewalks should be handicap accessible with curb cuts at all intersections.
3. All lighted intersections along arterial roadways should incorporate enhanced pedestrian crossing points. The crossings should include enhanced paving treatment, increased distance between the crosswalk and vehicle limit line, and where applicable, widened median rest areas.

### **4.9.4 PUBLIC TRANSPORTATION**

1. Alternatives to the automobile as the primary means of transportation shall be encouraged. Public transportation services, such as those provided by Dixon Redi-Ride, shall be accommodated in the arterial and collector street system. Dixon Redi-Ride, shall be expanded to the plan area as demand for these services increases.

2. Bus turnouts and shelters should be located consistent with City improvement standards. Turnouts should be provided at the time of roadway installation. Shelters and benches should be provided by adjacent projects at the time of construction unless otherwise required by the City.
3. The plan area shall participate in efforts to promote future shuttle linkage with the Southern Pacific rail line as a transit facility.

#### **4.9.5 PARK AND RIDE & RIDESHARING**

1. In all cases, park and ride spaces are to be clearly marked through pavement markings and directional signage. Spaces should be reserved exclusively for park and ride on Monday through Friday, from 6:30 a.m. to 6:30 p.m.
2. A portion of the park and ride spaces may be included in the normal parking required for a planned business or commercial use if the peak use of the park and ride does not coincide with peak use of the business and commercial use and if approved by the City.
3. Plan area employers shall provide ridesharing facilities to encourage alternatives to automobile commuting including vanpool and carpool parking.

#### **4.9.6 TRANSPORTATION SYSTEM MANAGEMENT**

1. Employers shall be required to participate in the Transportation System Management Program. Projects within the plan area will need to achieve future trip reduction levels based on TSM requirements.
2. Bike racks, storage facilities, lockers, and showers serving employee shall be provided by all plan area land uses.
3. Applications for all PUDs should include a transportation plan detailing trip reduction measures to comply with TSM measures.

#### **4.9.7 PEDESTRIAN SAFETY**

1. To ensure pedestrian safety, public pathways shall be well lit and located in areas of view from adjacent buildings and public spaces. Locations where pedestrian paths cross roadways shall be denoted with special accent material to specifically denote a pedestrian crossing and to alert passing vehicular traffic. All pedestrian crossings shall be appropriately lit.
2. The main pedestrian paths should be constructed of concrete. However, smaller paths and jogging trails may utilize other materials such as asphalt or decomposed granite, providing there is a mechanism to ensure trail maintenance and upkeep.



## SECTION FIVE

### RESOURCE MANAGEMENT ELEMENT

Urban development will irreversibly modify the existing environment of the specific plan area. However, with appropriate planning and design the plan area may provide an attractive setting which complements both the proposed urban uses and the adjoining rural land uses. The resources addressed in this plan include:

- Wetlands
- Sensitive Species
- Trees and Orchards
- Soil Protection and Grading
- Water Quality
- Energy Conservation
- Air Quality
- Historical and Cultural Resources

The specific plan will mitigate, to the extent possible, impacts associated with development in the plan area. The central focus of the resource management effort is to facilitate the transition from rural to urban uses by minimizing physical and visual degradation of the site. Resource management related principles and policies are embedded in other sections of this specific plan and incorporated in the land use pattern.

The following sections describe each of the resource categories, the concept for their use and protection, and policies for implementation.

#### 5.1 WETLANDS

The plan area is generally devoid of any natural seasonal wetlands. The essentially flat topography has been modified by decades of agricultural activity. Furthermore, freeway construction and early flood control measures have significantly eliminated the historical drainage features in the area. However, a freshwater seasonal wetland encompassing approximately 5.3 acres occurs near the livestock auction facility. This wetland is believed to result from borrowing soil to construct the adjacent I-80/North First Street interchange.

Wetlands, as defined by the U.S. Army Corps of Engineers, are "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions". Seasonally wet swales within drainage floodplains are classified as wetlands because they are poorly drained and remain saturated during wet winter months.

The wetland identified in the plan area is geographically restricted to a relatively small compact area. Where practicable, the wetland area will be avoided through land use planning. If the degradation or total destruction of the seasonal marsh area is unavoidable as a result of the project, it may be required that the impacted wetland be mitigated at a 1:1 ration so that no net loss of wetland habitat occurs. Determination of the need to avoid or mitigate for the degradation or filling of this wetland will be required by the U.S. Army Corps of Engineers prior to construction within the area of the seasonal wetland.

## 5.2 SENSITIVE SPECIES

The plan area has been utilized for agriculture and related activity for many decades and consequently, the natural wildlife habitat is severely disturbed. Although no sensitive wildlife species have been observed on-site, the suitability of the habitat to support Swainson's Hawk and the California Tiger Salamander indicate the need for precautionary investigation prior to development of the site.

### 5.2.1 SWAINSON'S HAWK

Putah Creek, approximately four miles north of the plan area, supports a large population of Swainson's Hawks (*Buteo swainsonii*). The area includes a minimum of twelve nest (12) sites along Putah Creek and up to twenty-five (25) nests within a ten-mile radius of the plan area.

The proposed specific plan could convert 460 acres of potential foraging area of the Swainson's Hawk and other resident raptors. Because the project site is located within a 10-mile radius of the Swainson's hawk nest sites, the DFG may consider construction within the project area a significant impact to Swainson's hawk foraging habitat. The DFG considers foraging habitat "necessary to maintain the reproduction effort" and its destruction may be classified as a "take" under the California Endangered Species Act (CESA). Project proponents may be required to participate in a County-Wide Habitat Management Plan. Also, the Dixon General Plan Update EIR's mitigation measure for wildlife impact requires developer participation in a Habitat Mitigation Plan.

### 5.2.2 CALIFORNIA TIGER SALAMANDER

California Tiger salamander is a Category 2 candidate for federal listing as a threatened or endangered species. Tiger salamanders are found in grassland habitats within one to two miles of water. They use ground burrows during their summer dormancy period but require a water source for breeding. No indication of salamander habitation has been observed in the plan area.

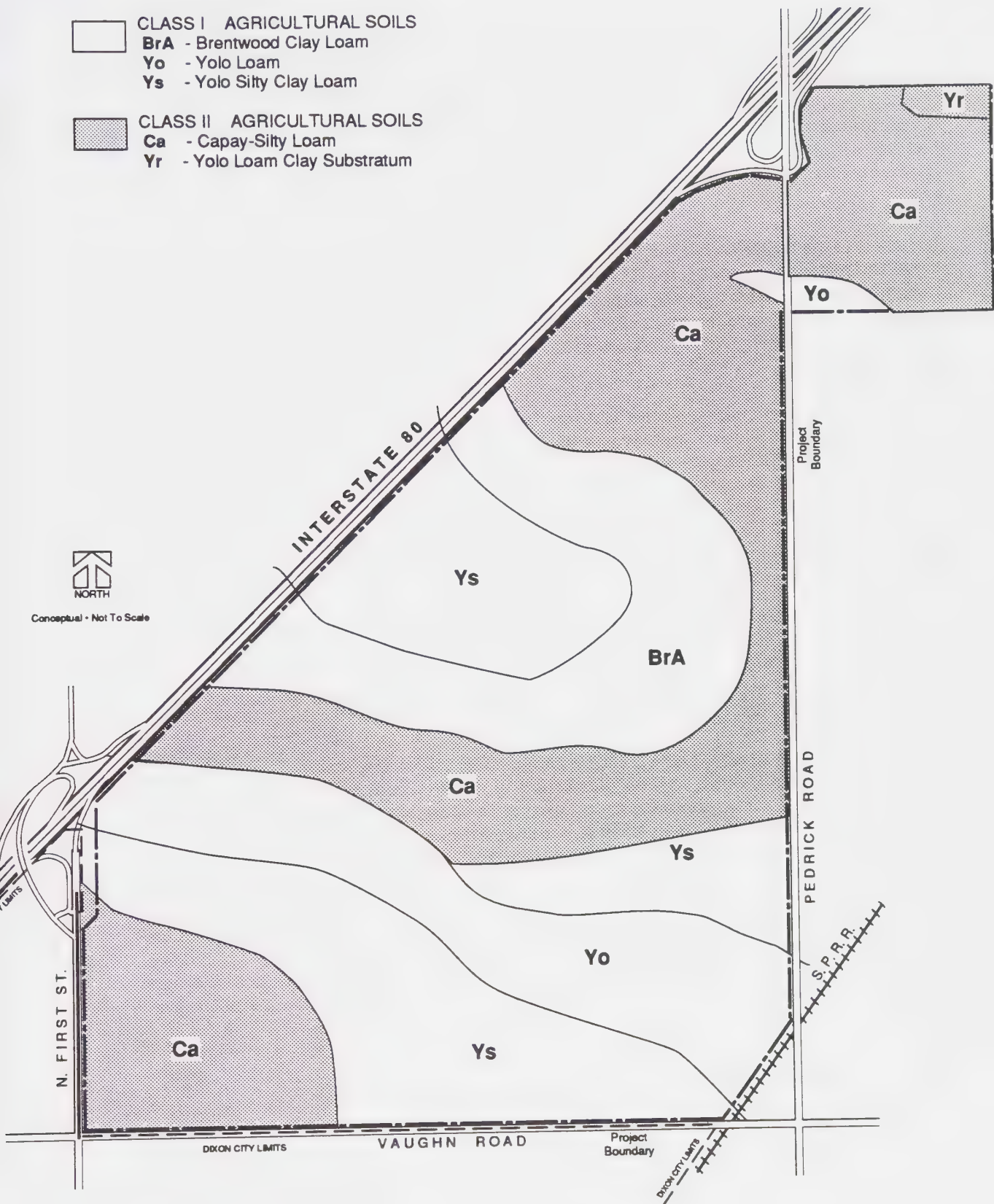
## 5.3 TREES AND ORCHARDS

Existing trees within the plan area include remnant farm site trees, wind row trees along I-80 and orchards located along the southern boundary of the plan area adjacent to Vaughn Road. Both walnut and almond groves occur within the plan area. Existing trees do not include any unusual or sensitive species, however, the trees assume an important aesthetic value and significant role in defining the character of the plan area. Consequently, existing trees are a desirable feature that provides a valuable asset for the plan area in the future.

## 5.4 SOIL PROTECTION AND GRADING

Soils within the plan area generally consist of nearly level, well-drained soils deposited in alluvial fans. Soils found within the plan area fall within Class I and Class II capability units and are considered prime agricultural soils. The Yolo-Brentwood soil association, found within the plan area, is most suited for development since it possesses the lowest potential for shrinkage and swelling. The remaining soil associations have relatively higher potentials for shrink/well, corrosivity and surface run-off. Plan area soils are shown in Figure 5-1.





**FIGURE 5-1**  
**SOILS**

CITY OF DIXON NORTHEAST QUADRANT  
SPECIFIC PLAN-HEARING DRAFT

APRIL 3, 1995



## 5.5 WATER QUALITY

Development within the plan area will increase impervious surfaces thereby increasing the rate and volume of stormwater run-off. Short term detention ponds are proposed to contain excess run-off during peak storm and saturation periods to alleviate downstream portions of the regional storm drain system. Ultimately, storm drainage is conveyed from the plan area to downstream destinations of Haas and Cache Sloughs by an integrated storm drainage system.

The intent of the NQSP is that the PUD flows will be detained on-site in basins incorporated in the landscape and parking areas surrounding each building. Given the relatively low site coverage typical of the proposed land uses, the potential to accomplish on-site detention is considered feasible. Specific design of the detention basins cannot be provided in the absence of definitive building locations. Under the assumptions of this plan there will be no increase in pre-project flows.

When a specific development project is submitted to the City, the project will be required to submit a detailed drainage improvement plan. If that project proposes a drainage program that does not provide for pre-project flow detention on-site, the project will be required to provide a master drainage plan. The environmental effects of the drainage improvements will be evaluated at that time.

## 5.6 ENERGY CONSERVATION

Energy will be required in the plan area for transportation, lighting, communications, and for water heating and environmental control. Conservation of energy can be achieved primarily through reduction of automobile use and by modifying the man-made environment to reduce heating and cooling requirements. Reductions in auto use is addressed in the Circulation Element and Land Use Element.

Reduction of energy required for cooling is achieved by providing shade in parking areas, around buildings and along streets. Reduction of energy required for space heating is achieved by proper siting of buildings to enhance solar heating and by building designs which utilize insulation, dual panel glazing, weather stripping and other techniques designed to minimize heat loss. Development within the specific plan shall give consideration to life cycle energy requirements in the design of individual building groups.

Electrical efficiency measures are provided to ensure that the plan area is developed at an efficiency fifteen percent (15%) greater than the federal appliance efficiency standards and the State of California Title 24 Energy Conservation Measures. In addition, the Form and Design Element includes landscape provisions to reduce solar gain in summer and allow solar gain in winter.

## 5.7 AIR QUALITY

Air quality in the Sacramento Valley is recognized as a significant environmental concern which influences quality of life for all residents. Individual vehicle trips have been singled out as a major factor in the deterioration of air quality in the region. The location of new employment areas, spatial layout of communities, and innovative transportation solutions can contribute to maintaining air quality standards.

Provisions for air quality mitigation have been incorporated into plan development. A mix of retail goods and commercial services are encouraged within the intensive employment generating uses for the convenience of employees and to limit the length and number of daily trips required. In addition, the plan provides for alternative transportation modes, including public transit, pedestrian corridors and bikeways. Other mitigation measures include Transportation Systems Management (TSM) provisions which, when implemented, reduce automobile related emissions.

As an employment center, stationary emission sources of the plan area may be higher than an equivalent amount of mixed-use development. The range of development allowable in the plan area, according to the Dixon Zoning Ordinance, is intended to be nuisance free - that is, the business operations should involve minimal environmental related risks such as noise, glare, solid waste and air and water emissions.

Construction-related air pollution impacts in the plan area will result from dust generated by equipment and vehicles. Construction-sourced dust results from both construction activity and wind erosion of exposed soils. Clearing and general earthwork activities are the primary causes of construction-related dust emissions with traffic and earth disturbance also contributing to dust emissions.

The specific plan features ridesharing and park and ride parking. Ridesharing parking will encourage employees to carpool and use alternative transportation including vanpools and buses to commute, thereby reducing vehicle trips. Park and ride lots within the plan provide locations for employees to meet to carpool to locations outside of the plan area, particularly along the I-80 corridor.

## **5.8 HISTORICAL AND CULTURAL RESOURCES**

There are no identified prehistoric or historic archaeological sites within the plan area listed with the California Archaeological Records Inventory or visible during field survey investigation (Northwest Information Center, Sonoma State University June, 1993). Two prehistoric habitation sites have been identified in the general project vicinity and in environmental settings similar to that of the plan area which indicates that there is a moderate possibility of prehistoric cultural resources occurring on site.

Several structures are shown within the project site boundaries in Dixon historical records, therefore, it is anticipated that archaeological deposits and/or structural remains reflecting settlement and early commercial activities exist within the project area.

The State Office of Historic Preservation lists a structure known as the Vaughn House, located within the plan area on North First Street. The Vaughn House, constructed in 1910, was originally cited in an historical survey for the Dixon area.

The Dudley residence, built for the daughter of the founder of the City of Dixon in the 1870s and relocated to the plan area around 1911, is situated in the northwest corner of the plan area. This residence does not qualify for state or national historical significance.



## 5.9 RESOURCE MANAGEMENT POLICIES

### 5.9.1 WETLANDS

1. Any wetlands determined to be subject to state or federal regulation will be subject to review by the appropriate responsible federal and state agencies. Requirements of any permit issued by state and federal agencies will be fully implemented.
2. Any enhancement/compensation program required pursuant to state or federal permits will be the responsibility of the property owner(s). Where excavation is utilized to create or enhance wetlands, excavated soils should be reshaped to form gentle contours and then seeded with appropriate native species.
3. If the removal or total destruction of the marshland area is unavoidable as a result of the project, after examination of all feasible avoidance alternatives, it may be required that the impacted wetland be mitigated at a 1:1 ratio so that no net loss of wetland habitat occurs. On-site mitigation is preferable, although off-site mitigation may be allowed. The Community Development Director in consultation with the California Department of Fish & Game (CDFG) shall define a set of conditions applicable to wetland mitigation for approval on any affected development within the plan area.
4. Implementation of both a short-term and long-term monitoring program to ensure the success of the required appropriate permits and EIR mitigation measures is required. The property owner(s) will be responsible for required monitoring.
5. If publicly accessible, wetland areas should be limited to passive recreation activities compatible with the primary purpose of wetland habitat restoration. In general access should be controlled or restricted.
6. Prior to construction (including roadway construction, grading, and the movement of material or machinery and equipment), approval of improvement plans, or the issuance of any permits for adjacent property a chain link fence, or acceptable alternative, shall be installed along the wetland area. The fencing should not be removed until the completion of construction activity. Written release from the Planning Department must be received prior to the removal of any fencing.
7. Proposed detention/retention facilities located within or adjacent to wetland preserve areas should be in compliance with appropriate permit requirements.

### 5.9.2 SENSITIVE SPECIES

1. Proponents of development applications within the specific plan area shall consult with DFG regarding the take of an endangered species or its habitat pursuant to the California Endangered Species Act (CESA) and DFG codes.
2. A breeding survey should be conducted between April and July, prior to construction, to determine if the species nest on-site, if further impacts are a possibility, and to develop appropriate mitigation strategies.
3. The Dixon Community Development Director in consultation with DFG shall define a set of conditions for approval on any development within the plan area consistent with the Regional Habitat Management Plan in effect at that time. Such conditions shall be

applied by the Planning Commission and City Council, in the City review and entitlement process. Such conditions shall be enforced by the Planning Department and the Public Works Department, during the review and approval of any land use or improvement plans pursuant to the land use entitlement.

### **5.9.3 TREES AND ORCHARDS**

1. Development plans shall identify the location, species, size and general condition of all existing trees on site, except trees within an orchard. Existing trees should be incorporated in the development plan where feasible.
2. Signs, ropes, cables, or other similar appendages should not be attached to trees designated for preservation unless specifically required by a certified arborist.
3. No tree identified for preservation in approved plans may be removed or significantly altered without approval by the Dixon Planning Department.
4. Tree preservation and site development policies set forth herein should be incorporated into Covenants, Conditions and Restrictions (CC&Rs) for all projects within the plan area to ensure that subsequent property owners are aware of their obligation to protect any trees designated for preservation.
5. All development projects should be designed so as to avoid:
  - compaction of the tree root zone,
  - discharge of concentrated run-off to the root zone of trees,
  - placement of parking or walkways across the root zone, and
  - heat damage or scorching of trees from highly reflective building materials or paving.

### **5.9.4 SOIL PROTECTION AND GRADING**

1. All development plans submitted for City review and approval shall provide an erosion and sediment control plan. Required measures will include, seeding of graded areas and watering during grading activities to reduce wind erosion.
2. If created, slopes should be rounded at top and bottom. Steep slopes (greater than 3:1) and large retaining walls (higher than five feet) should be avoided.
3. Soil exposed during grading which will be left exposed and will not be under active construction during the rainy season (assumed to occur between October 15 and April 15) should be promptly replanted with native compatible, drought-resistant vegetation.
4. Prior to the development of any individual project area, a master conceptual grading plan should be submitted which identifies the overall grading concept for the plan area.
5. Drainage problems resulting from poor soil permeability should be reduced through development of gravel subdrains and the creation of swales and channels to convey run-off.



### **5.9.5 WATER QUALITY**

1. Paved parking areas should be designed to provide the minimum amount of paving area necessary to meet required parking standards. Permeable paving materials may be considered where feasible.
2. Best Management Practices (BMP) such as sediment traps, evaporation basins, flow reduction devices, and other methods to treat pollutants draining from parking areas and streets shall be installed in the storm drain system for individual projects within the plan area in accordance with City standards.
3. Plan proposed detention ponds shall incorporate similar BMP devices and methods in accordance with City standards.
4. Design of storm detention facilities should be consistent with the City's retention/detention system design standards. In general, allowable storage capacity shall be determined by the city engineer. Maximum depth shall be ten feet, the freeboard shall maintain a minimum of one foot and the highest water elevation shall be set by the lowest catch basin elevation. If a maximum four foot depth can be maintained at the perimeter, no enclosure fencing will be required. Low growing groundcover is recommended around the periphery of the pond. Other aesthetic enhancements may be allowed with approval from the city engineer.

### **5.9.6 ENERGY CONSERVATION**

1. As a method of reducing solar gain, which may increase interior air conditioning requirements, trees should be planted and maintained in all parking areas to ensure that, within 15 years of planting, at least fifty percent (50%) of parking areas are shaded at mid-day during the summer season.
2. Deciduous trees, which aid summer cooling and allow solar gain for winter heating, should be appropriately sited throughout the plan area.
3. All habitable structures should be designed and oriented to maximize the potential for energy conservation wherever feasible. Such measures should include, but are not limited to, utilization of both passive and active solar systems.
4. Individual projects should be required to incorporate in design cost-effective energy conservation and peak usage reduction measures consistent with local codes and PG&E standards for energy efficiency.

### **5.9.7 AIR QUALITY**

1. Commercial and business uses may be required to implement rideshare measures as means of reducing plan attributed traffic.
2. Park and ride lots shall be located near I-80 as described in the Circulation Element.
3. Park and ride lots and ridesharing parking areas will be located to encourage the use of alternative transportation.

4. A local area shuttle system will be considered as an ancillary service to supplement the passenger rail station proposed in the Central Business District.

#### **5.9.8 HISTORICAL AND CULTURAL RESOURCES**

1. In the event any previously unidentified historic surface or subsurface archaeological features or deposits are uncovered during construction, work in that immediate vicinity should cease immediately and a qualified archaeologist should be contacted immediately for determination of resource significance. In addition, the State Office of Historic Preservation should be notified.
2. The Vaughn and Dudley residences shall be preserved or relocated. If preservation or relocation is not feasible, the structure shall be fully recorded before demolition.





## SECTION SIX

## PUBLIC FACILITIES AND SERVICES ELEMENT

The Dixon Northeast Quadrant Specific Plan includes a variety of public services and facilities to support and serve the needs of specific plan employees and uses. Services include: water, sewer, drainage, solid waste disposal, fire protection, police protection, schools, parks and recreation, and utilities. Table 6-1 summarizes service providers in the specific plan area.

**TABLE 6-1  
SERVICE PROVIDERS**

Water	Dixon-Solano Municipal Water Service California Water Service Company
Sewer	City of Dixon
Drainage	City of Dixon
Solid Waste Disposal	Dixon Sanitary Service
Fire Protection	City of Dixon Fire Department
Police Protection	City of Dixon Police Department
Schools	Dixon Unified School District
Parks and Recreation	City of Dixon
Electric Service	Pacific Gas & Electric Company
Natural Gas	Pacific Gas & Electric Company
Telephone	Pacific Bell Telephone Company

The plan area street system is described separately in the Circulation Element (Section 4). A brief discussion of proposed methods for financing and phasing of improvements and facilities is contained in the Implementation Section (Section 7).

## 6.1 WATER

The City of Dixon is currently served by the Dixon-Solano Municipal Water Service (DSMWS) and the California Water Service Company. The DSMWS is operated through a Joint Exercise of Powers Agreement between the City of Dixon and the Solano Irrigation District. The DSMWS is intended to serve all new developing areas within the City. It is required that the Dixon Northeast Quadrant Specific Plan be annexed to the City to be eligible for DSMWS service.

The DSMWS currently has two water storage tanks with the combined capacity of 244,000 gallons. A new 800,000 gallon water storage tank is presently being constructed to replace the 44,000 gallon tank and should be completed by late Spring 1995. When completed, the storage capacity will be 1.0 million gallons. Present expansion plans include the construction of a third water storage tank with a capacity of 600,000 gallons, bringing the total storage capacity to 1.6 million gallons. Upon completion, overall pumping capacity of the system is expected to be 13,000 gallons per minute (gpm) or 18.7 million gallons per day (mgd) which will be reached at projected buildout date of 2005.

Average water demand is estimated at 2,880 gallons per day (gpd) per acre for industrial and business-professional uses and 5,760 gpd per acre for commercial uses. Based on the proposed mix of land uses as indicated in the land use plan, increase in water demand

associated with the plan area's industrial development is estimated to be around 615,000 gpd, commercial uses will require approximately 1,146,000 gpd and business-professional uses will require approximately 290,000 gpd. The total water demand at buildout will be around 2,051,000 gpd (2.05 mgd). Ultimate development of the specific plan may increase current D-SMWS water storage requirements by approximately seventy-two percent (72%).

Domestic water will be distributed throughout the plan through a new pipe system. The conceptual design of the water distribution system is shown in Figure 6-1.



----- Potable Water Main  
Pipe Diameters Shown Correspond To Water Mains



**FIGURE 6-1**  
**WATER DISTRIBUTION SYSTEM CONCEPT**

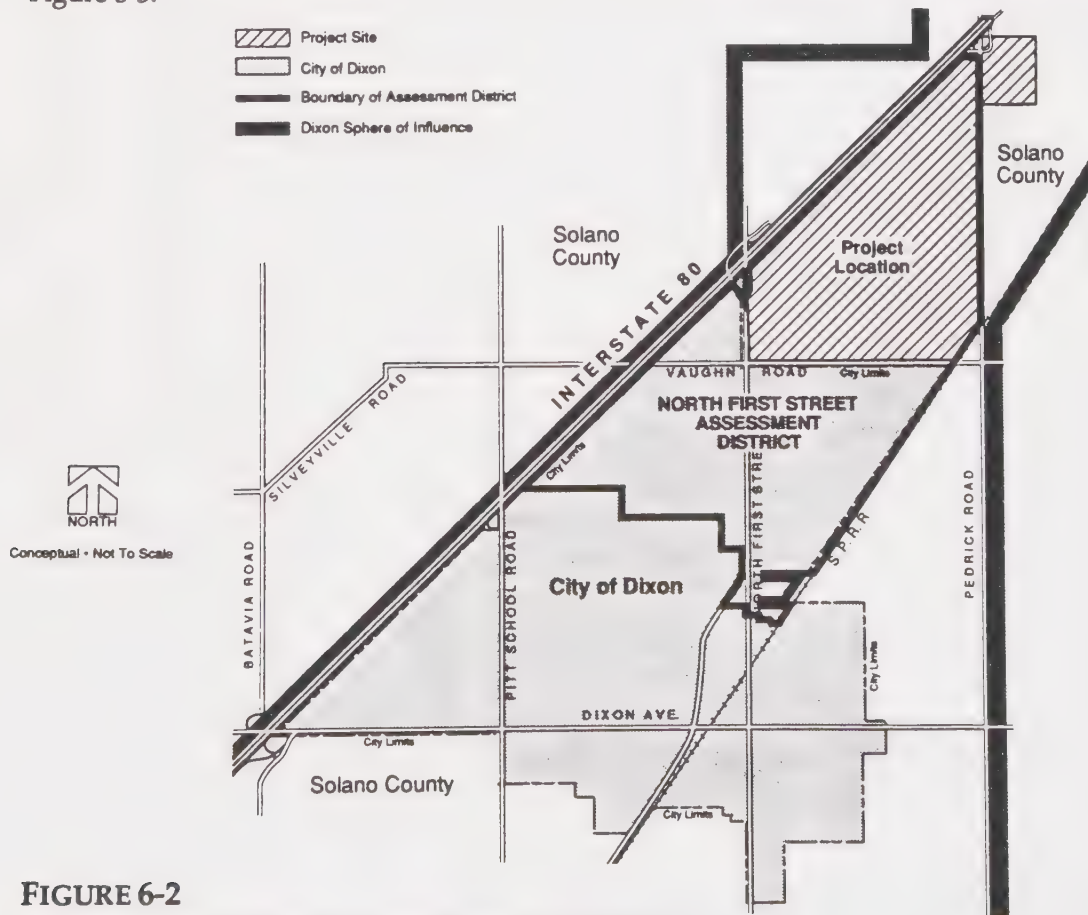
## 6.2 SEWER

The City of Dixon will provide wastewater collection and treatment for the plan area at the wastewater treatment plant located approximately three miles south of the City. Currently the system does not have adequate capacity to serve the anticipated increase in sewer requirements resulting from new development. The average annual disposal capacity of the existing system is approximately 0.73 million gallons per day (mgd) based on wet conditions of the 25-year maximum precipitation average. The average dry weather wastewater flow is currently approximately 1.0 mgd which exceeds the peak precipitation design capacity. The average wet weather flow is approximately 1.3 mgd.

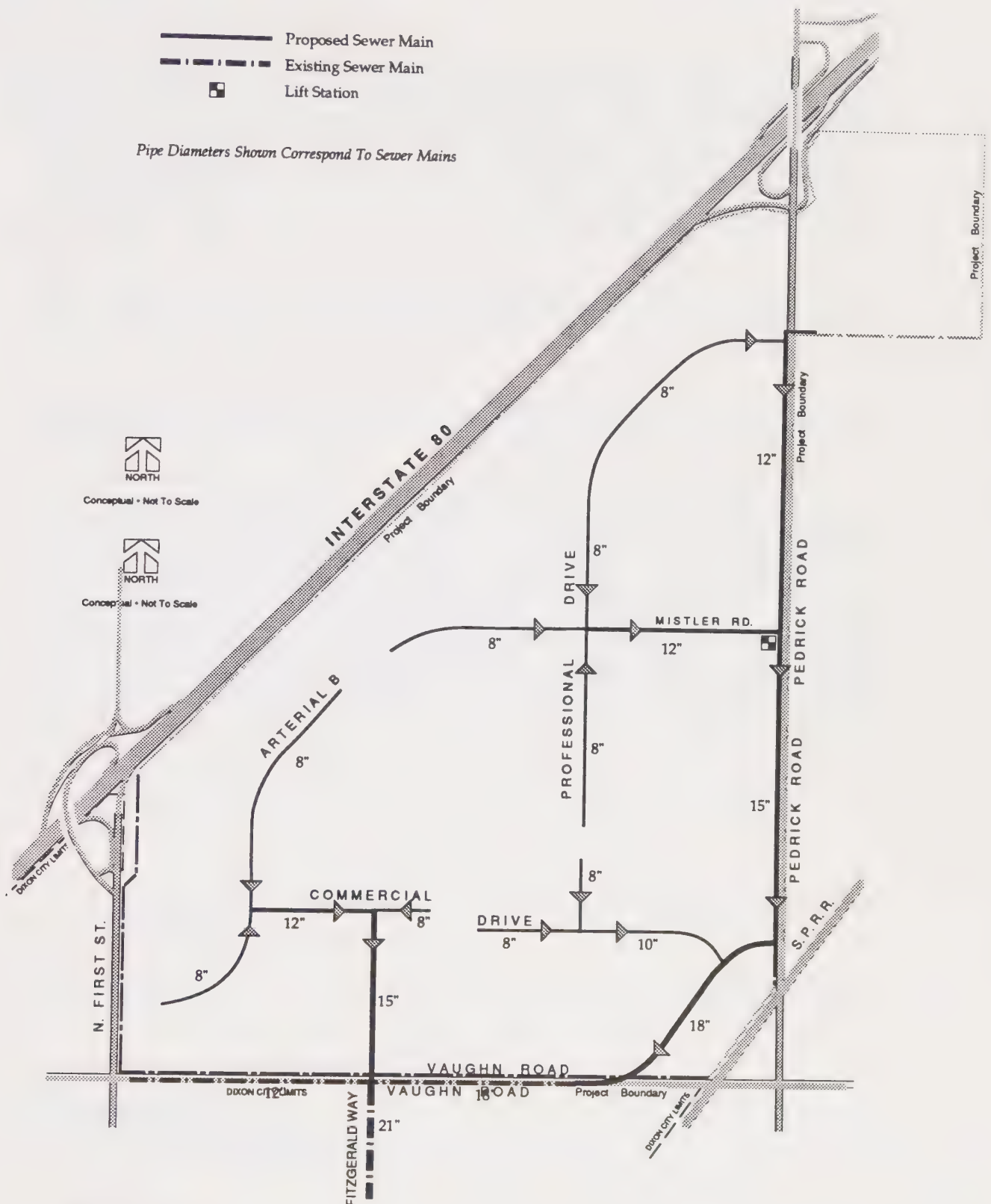
Planned improvements to the City's wastewater collection system will be accomplished in two phases which will increase treatment capacity to 1.89 mgd.

At an assumed average volume of 2,000 gallons per day (gpd) per acre of proposed commercial uses would require an estimated increase of 1,025,800 gpd (1.03 mgd). Although this increased flow exceeds the current permitted capacity of the treatment plant, the planned plant expansion would accommodate flows from development in the plan as well as other planned growth in the city and adjoining areas after expansion. The plan area is part of the North First Street Assessment District which will facilitate extension of sewer service to the area.

Wastewater will be collected throughout the plan area in a collection system as shown in Figure 6-3.



**FIGURE 6-2**  
**NORTH FIRST STREET ASSESSMENT DISTRICT**



**FIGURE 6-3**  
**WASTEWATER COLLECTION SYSTEM CONCEPT**



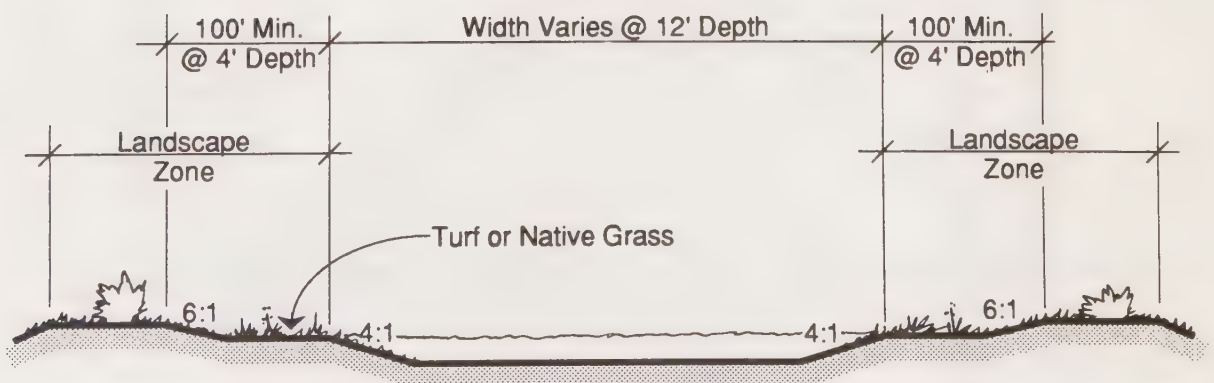
### 6.3 DRAINAGE

Stormwater in Dixon is discharged through the Dixon Drain, a 55-mile-long system of channels and ditches constructed to alleviate flooding on farm lands. The Dixon Drain is maintained and operated by the Dixon Resource Conservation District (DRCD). Existing storm drainage infrastructure is inadequate to handle current peak flow conditions resulting in increased flooding in downstream areas. Presently there is a maximum flow of 77 cubic feet per second (cfs) allotted to the City by the DRCD system. Additionally, because of generally flat topography and lack of a well defined drainage network on-site ponding is a frequent condition during the storm season.

The City of Dixon proposes to adopt and implement a city-wide drainage system which will make improvements to the storm drainage system over a 15- to 20-year period. All infrastructure requirements and associated costs, both on-site and off-site will be shared by development.

The DRCD drainage master plan includes construction of three retention basins along the eastern perimeter of Dixon's 50-year development boundary and a new channel paralleling Pedrick Road to empty into Haas Slough.

The City is integrating all new projects with the city-wide drainage system currently under study, thus avoiding on-site retention requirements. Lands within the North First Street Assessment District are in part factored into the city-wide Drainage System. However, none of the lands within the plan area have been included. The Dixon Northeast Quadrant Specific Plan proposes that the principal stormwater system will consist of a series of small detention basins. Other alternative stormwater control measures may be considered in the PUD review process for development projects. On-site detention ponds will be incorporated as amenity features in individual land uses. The ponds will be shallow, typically four-foot deep, with gradual slopes and visually enhanced with landscaping. A typical landscape pond is illustrated in Figure 6-4, Detention Pond Section.



**FIGURE 6-4**  
**DETENTION POND SECTION**

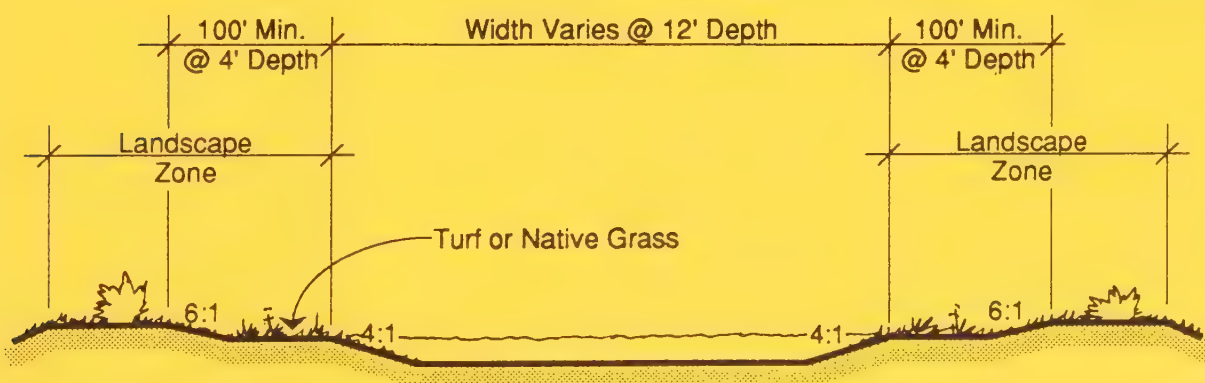
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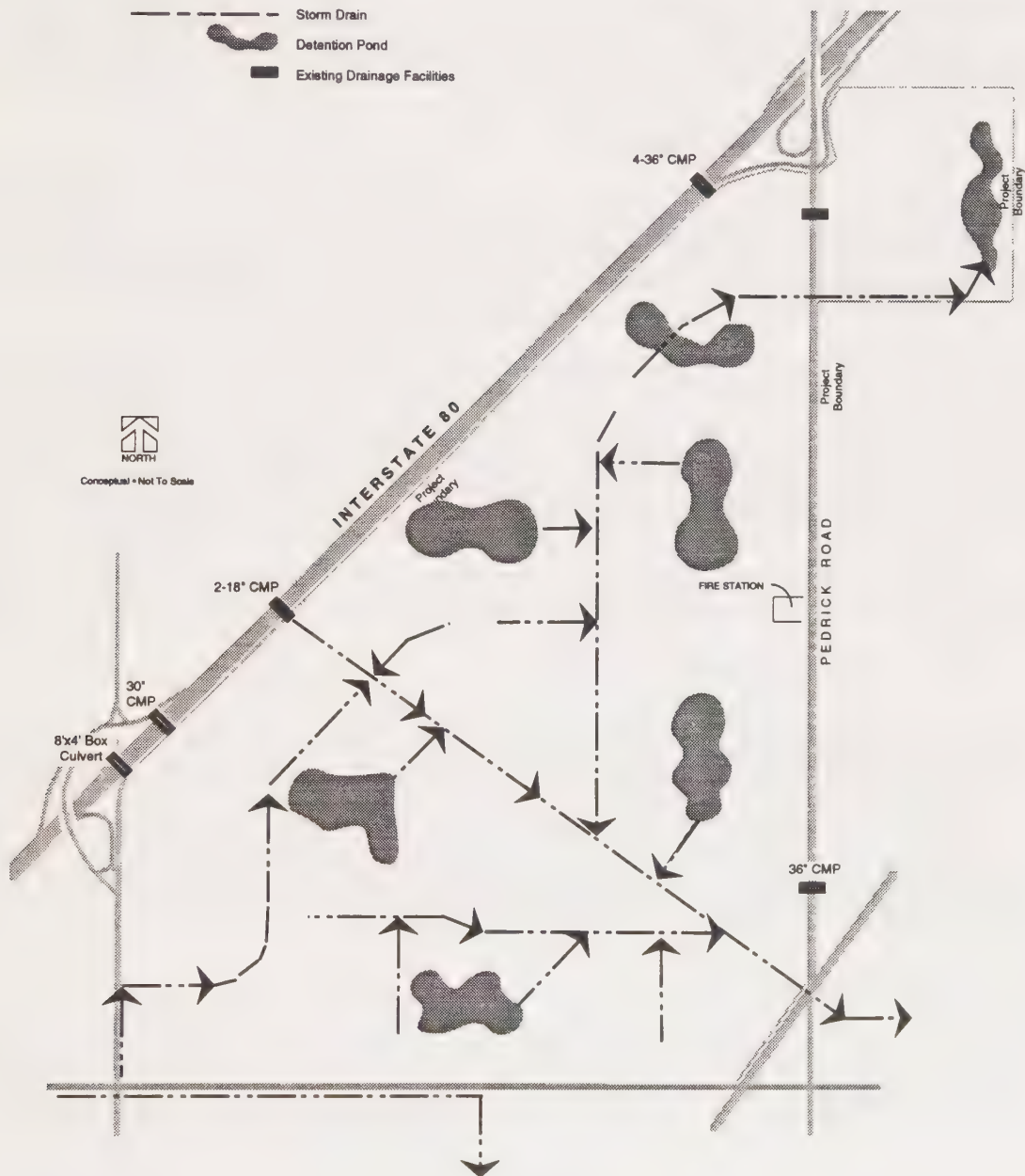


**FIGURE 6-4**  
**DETENTION POND SECTION**





The actual amount of containment area required for the detention ponds will be determined in the design of individual development projects. A preliminary estimation of approximately 32 acres, five percent (5%) of the total plan area, has been determined to be required to accommodate all on-site detention basins. The ponds will be located in the landscaping typically required for industrial, business-professional and commercial land uses. The on-site storm drainage collection system will also be incorporated in easements which feature landscaped pedestrian pathways. The easements will provide pedestrian pathways and drainage swales that link all the detention pond areas on-site. The ponds, swales and pedestrian ways provide a network linking all areas of the specific plan.



**FIGURE 6-5**  
**CONCEPTUAL DRAINAGE PLAN SCHEMATIC**

## **6.4 SOLID WASTE**

Current refuse collection and disposal services for the City of Dixon are provided by the Dixon Sanitary Service. The landfill site is located nine miles south of Dixon on Hay Road, off State Highway 113. The landfill site is estimated to have sufficient capacity for 27 years of use. The landfill operator owns an additional 160 acres of land adjacent to the existing site which will be developed when service demands require greater capacity (Archie Humphrey, General Manager, B&J Sanitary Landfill, 2/93). The City of Dixon currently provides buy-back services to its residents for recyclable materials.

Some plan area employers may require hazardous waste refuse collection services. The nearest Class I disposal sites are located in the cities of Benicia, Martinez and Richmond, all within a 2.5-hour round trip haul distance.

## **6.5 FIRE PROTECTION**

Fire protection and suppression sources are provided by the City of Dixon Fire Department. The department responds to fires, hazardous spills and other emergencies within the Dixon area. It operates under a joint powers agreement between the City of Dixon and the Dixon Fire Protection District.

The City of Dixon Fire Department serves a 320-square-mile rural area extending from Winters to Rio Vista in Solano County. The department currently operates three stations, consisting of one manned station and two volunteer stations utilizing six engines and one rescue truck. The main station is located at 140 North Jackson Road in central Dixon. Currently, fire service is provided to the plan area by the Jackson station with approximately an eight minute response time. The district provides EMT level medical service.

A planned fire station located at Industrial Way and North First Street will provide service until a station is constructed in the plan area.

## **6.6 POLICE PROTECTION**

The Dixon Police Department provides police protection services to the City from a central facility on West A Street. It is anticipated that the creation of one additional patrol jurisdiction would be required to adequately service the plan area. This would include the addition of four new officers and vehicles to cover the plan area on a 24-hour basis. The need for new on-site facilities or expansion of existing facilities is not anticipated since the existing central facility has been designed to accommodate future development needs at the time of building permit issuance.

## **6.7 SCHOOLS**

The plan area is within the Dixon Unified School District. The specific plan area does not include residential land use which would require school facilities. Commercial and industrial users within the plan area will be required to pay applicable school development fees.

## **6.8 PARKS AND RECREATION**

The City of Dixon provides recreation and park services to the City of Dixon and to the plan area. Proposed land uses for the Specific Plan area do not include any residential uses which require park land. However, because of the anticipated concentration of on-site employees the specific plan has made provisions for features intended to provide recreational benefit to future users. Plan area recreational facilities include:

- Pedestrian/bikeway easements along major roads;
- Detention ponds developed as aesthetic open space with pedestrian and jogging paths incorporated in the design;
- Recreation commercial land uses specifically oriented to employee recreational needs; and
- Exterior pedestrian spaces developed as a part of facility designs.

## **6.9 GAS AND ELECTRICITY**

Natural gas and electricity will be supplied to the specific plan area by the Pacific Gas and Electric Company (PG&E). No accessible gas distribution facilities are currently available. A 12kV electric transmission line is located along North First Street.

## **6.10 TELEPHONE**

Telephone service will be provided to the plan area by the Pacific Bell Telephone Company. An existing telephone line runs from Vaughn Road to the north side of Interstate 80 along North First Street. Development within this existing telephone line easement is prohibited. New telephone facilities will be necessary to service the plan area.

## **6.11 PUBLIC FACILITIES AND SERVICES POLICIES**

### **6.11.1 GENERAL POLICIES**

1. Dedication requirements for all public facilities and easements including detention ponds, drainage channels, fire station and electric substations should be set forth in the PUD.
2. All public uses should be designed and landscaped in a manner that complements adjacent non-public uses and should incorporate landscaping, setbacks and siting standards similar to those required in adjacent land uses.
3. All public facilities which are open to the general public should provide pedestrian access to adjacent uses and to the plan area pedestrian system, where feasible.
4. Project proponents shall contribute their fair share to on- and off-site improvements required to develop the specific plan.



**6.11.2 WATER**

1. Efficient plumbing fixtures, irrigation systems, drought-tolerant landscape materials, and other methods should be utilized to reduce overall water consumption. Requirements for landscaping materials with low irrigation requirements are described in the Form and Design Element (Section 3).

**6.11.3 SEWER**

1. Strict implementation of all conditions and requirements of the Section 12.24 Performance Standards of the City of Dixon Zoning Ordinance, as applicable to wastewater collection and disposal, will be enforced.

**6.11.4 DRAINAGE**

1. Urban run-off shall be directed to the proposed city-wide drainage conveyances and shall meet standards for peak run-off period flows.
2. The Dixon Public Works Department shall review all drainage facilities prior to improvement and approval of individual project plans.
3. Required retention/detention basins should be developed in coordination with facilities requiring additional on-site stormwater storage.
4. Overall stormwater volumes generated from the plan area will be mitigated through plan area participation in a regional drainage project, funded in part through the Dixon North First Street Assessment District and supplemented by other methods as determined by the City.

**6.11.5 SOLID WASTE**

1. Recycling collection is permitted in all plan area uses in accordance with the City Zoning Ordinance. Property owners within the plan area may participate in any recycling program adopted on a city-wide basis by the City of Dixon.
2. Waste generated by plan area facilities should be suitable for Class III disposal. Generated wastes other than the Class III category must be approved by appropriate city agencies or representatives.
3. The following measures to reduce the amount of solid wastes attributable to plan development should be fully implemented:
  - Establishment of a curbside recycling program
  - Establishment of commercial recycling programs
  - Provisions for an on-site recycling center
  - Development of a transfer station within the specific plan area
4. Commercial/industrial uses shall adequately provide for collection of recyclable material and outside storage and collection facilities with sufficient truck access. Multi-storied facilities should consider incorporating designated conveyance shoots for recyclable materials which convey materials from inside to outside storage and collection containers.

### 6.11.2 WATER

1. Efficient plumbing fixtures, irrigation systems, drought-tolerant landscape materials, and other methods should be utilized to reduce overall water consumption. Requirements for landscaping materials with low irrigation requirements are described in the Form and Design Element (Section 3).

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1. Urban run-off shall be directed to the proposed city-wide drainage conveyances and shall meet standards for peak run-off period flows. However, each application for a PUD pursuant to this Specific Plan will be required to demonstrate the capacity to retain all on-site stormwater in a 100-year event unless a comprehensive storm drainage system is available to serve the proposed project. Available means that the system is at least approved by all the City, has all environment approvals and has an approved funding mechanism in which the proposed project is a participant or is made a participant as a condition of approval of the PUD.
2. The Dixon Public Works Department shall review all drainage facilities prior to improvement and approval of individual project plans.
3. Required retention/detention basins should be developed in coordination with facilities requiring additional on-site stormwater storage.
4. Overall stormwater volumes generated from the plan area will be mitigated through plan area participation in a regional drainage project, funded in part through the Dixon North First Street Assessment District and supplemented by other methods as determined by the City.

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  - Establishment of a curbside recycling program
  - Establishment of commercial recycling programs
  - Provisions for an on-site recycling center
  - Development of a transfer station within the specific plan area





5. All allowed uses and accessory activities shall be conducted wholly within a completely enclosed building with the exception of off-street parking spaces, off-street loading facilities, open storage areas, and employee recreational facilities. Activities shall minimize noise, fumes, smoke, dust, or other environmental pollutants.
6. Incidental open storage of materials, goods, parts and equipment, including company owned or operated trucks and other motor vehicles, is permitted provided that all such activities shall be screened by a solid fence or masonry wall no less than six feet in height and by landscaping and earth berms. No stored materials, goods, parts or equipment should be visible from any adjacent public streets or highways, wetland preserve areas, or adjacent residential properties.
7. No noise may be generated that exceeds 60 dba at the edge of the light industrial parcels. Outside phone and paging systems are prohibited.
8. The use of toxic or hazardous materials requiring the filing of a business plan for emergency response pursuant to Section 25503.5 of the California Health and Safety Code or materials identified in Section 5194, Title 8 of the California Code of Regulations, shall be critically analyzed by the City when considering any use and shall be subject to the approval of a conditional use permit.

#### **6.11.6 FIRE PROTECTION**

1. All development projects in the plan area should be reviewed by the City of Dixon Fire Department for the inclusion of fire prevention measures and access requirements. Coordination with the fire department early in the project design stage is encouraged.
2. Each PUD including an industrial use shall prepare detailed calculations to determine fire protection water needs as based on specific facility design requirements.

#### **6.11.7 POLICE PROTECTION**

1. Police department review of all development proposals will be required in the project review process. Coordination with the police department early in the project design stage is encouraged.
2. Private security features such as alarm systems, security lighting and quality door and window hardware are encouraged.

#### **6.11.8 UTILITIES**

1. Easements through all proposed land uses shall be provided for existing and proposed electrical transmission lines and natural gas lines as needed to accommodate utility capabilities. Utility easements to serve specific parcels will be designated at the time of project review to provide services as required.
2. All electrical, telephone, and cable services should be placed underground.
3. Public utilities, such as transformers, terminal boxes, meters, fire risers, backflow preventers and other similar facilities, should be screened and oriented away from public view to the extent feasible.



## **SECTION SEVEN**

### **IMPLEMENTATION SECTION**

The Implementation Section addresses land use regulations, development agreements, public facilities dedication and financing and specific plan amendment procedures.

#### **7.1 LAND USE REGULATION**

##### **7.1.1 GENERAL PLAN AND ZONING**

The Dixon updated General Plan, has designated commercial and industrial uses for the specific plan area. The Dixon Northeast Quadrant Specific Plan proposes a development plan consistent with the Dixon General Plan. All land within the plan area shall be zoned consistent with the Dixon General Plan and the Dixon Zoning Ordinance.

##### **7.1.2 COMMUNITY FORM GUIDELINES**

The Community Form Section (Section 3) of the specific plan implements the planning concepts and philosophy of the specific plan. The Community Form Section includes design and development guidelines and standards for uses within the plan area. The Community Form Section is intended to augment the Dixon Zoning Ordinance.

##### **7.1.3 PLANNED UNIT DEVELOPMENT**

Projects in the Northeast Quadrant Specific Plan area will be subject to the Planned Unit Development process set forth in Section 12.17 of the Dixon Zoning Ordinance. The process requires submittal of specific design information in a development plan. The development plan is subject to public review and determination by the Planning Commission. The PUD is a project as defined by CEQA and an environmental impact report may be required. It is anticipated that the environmental review and analysis will utilize the Environmental Impact Report prepared for this specific plan. Any subsequent environmental review will tier from this specific plan EIR.

#### **7.2 DEVELOPMENT AGREEMENT**

The property owners, subject to the provisions of this specific plan, will execute development agreements in accordance with city standards in conjunction with the PUD review process. Development agreements will set forth infrastructure improvements, public dedication requirements, landscaping amenities and other contributions to be made by a property owner, in return for guarantees by the City that certain land uses and densities in effect at the time of execution of agreement will not be modified.

#### **7.3 PUBLIC FACILITIES**

Public facilities will be provided through a variety of mechanisms including land dedications, assessment districts and reimbursement agreements as described below.



### **7.3.1 LAND DEDICATION AND CONVEYANCES**

Land will be conveyed to the City for street right-of-way, fire station and open space areas.

### **7.3.2 EASEMENTS**

In instances where bikeways and pedestrian pathways are not located within a street right-of-way or other publicly owned land and therefore on privately owned lands, such as adjoining the primary arterials or adjoining Interstate 80, dedication of public access easements will be required to assure continued right of bike and pedestrian access by the general public.

Easements for public utility access and maintenance will be granted to the City in accordance with the provisions of the development agreements and as required through the PUD design review process.

### **7.3.3 ASSESSMENT DISTRICTS**

A portion of the Dixon Northeast Quadrant Specific Plan area is within the North First Street Assessment District. This district is intended to fund the basic sewer system designed to accommodate the plan area, as well as improvements to the City wastewater treatment facility. Those portions of the plan area currently not in this district will be annexed into it for wastewater services.

Basic improvements for streets, water distribution and storm drainage, electric infrastructure and street lighting facilities that are to be constructed as required to develop land uses in the plan area, will be funded through a community facilities district, City fee or other funding mechanism. The City shall not be required to process any application for a tentative map, use permit or building permit until a suitable financing mechanism is in place.

### **7.3.4 REIMBURSEMENT AGREEMENTS**

Construction of other street, street light, water or sanitary sewer trunklines will be financed by the developer subject to, if appropriate, reimbursement agreements administered by the City or the developer. These agreements will require subsequent developers within and outside of the plan area to reimburse the master developer for a portion of the initial installation cost based on a "fair share" formula. The specific provision of these methods as applied to the specific plan area will be adopted in the plan area development agreements.

## **7.4 SPECIFIC PLAN AMENDMENT PROCEDURES**

The specific plan may be amended by resolution through the same procedures by which it was adopted. Such amendments require review by the Dixon Planning Commission and Dixon City Council. Each amendment shall include all sections or portions of the specific plan that are affected by the change to ensure internal consistency. All amendments are required to be consistent with the City of Dixon General Plan.

## **7.5 MITIGATION MONITORING**

A mitigation monitoring program consistent with the Public Resources Code (Section 21081.6) will be adopted with the Final Environmental Impact Report for this specific plan and will be incorporated as an appendix to this plan.



U.C. BERKELEY LIBRARIES



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